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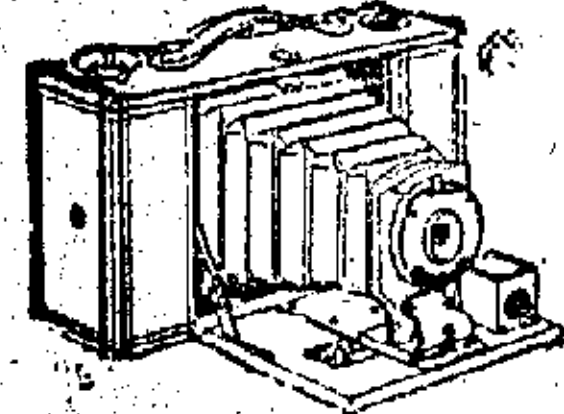


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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On 11th inst. at 103A The Peak, to Mr. and Mrs. E. D. C. Wolfe, a son.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 12TH, 1911.

It will be some time yet probably before the Census Officer is in a position to make his report on the census of the population in the Colony taken last month, but in the current number of the *Government Gazette* there are published some preliminary returns which are interesting, but we fear they must be regarded as practically valueless without the report. The increase in the population which is shown when these figures are compared with the returns of the census taken in 1906 conveys, we think, a misleading impression. Taken as they stand the returns show, for example, that the Chinese land population (exclusive of the inhabitants of the northern district of the New Territories and the islands of the New Territories) has increased by no less than 40,395. Now, it is well known that for days and weeks before the census was taken people were coming to Hongkong by the shipload from Canton in consequence of the threatened revolution in that city. A very large proportion of these people were women, and, remembering this, it can create no surprise to find these preliminary census returns showing a very substantial growth in the population compared with the last census, and that females show a very much larger percentage of increase than males. Now, considerable interest has always

attached to the returns in so far as they have shown the number of Chinese women in the Colony, because their increase has been regarded as satisfactory evidence of the growth of Chinese family life in the Colony. The census of 1906 showed the percentage of adult Chinese females to adult males in the Colony to be approximately:— In the City of Victoria, 31 per cent; in the villages of Aberdeen, Stanley, Shaokwan and Pokfulam, 31 per cent; in Old Kowloon, 33 per cent. Compared with the census of 1901 this showed an increase of 3 per cent for the city of Victoria; 1 per cent for the villages above mentioned, and 7 per cent for Old Kowloon. Working out the percentage on the basis of the preliminary returns of the census taken last month, the result would show surprising progress in this respect; but, for the reason we have stated, no such deduction can safely be drawn. The large increase in the number of females which the returns show, was a temporary increase, and it is quite possible that if a census were taken in the Colony to-day the returns would wear a different aspect, in this particular respect at least; for, since it became manifest that the authorities at Canton were masters of the situation and were able to cope effectively with the revolutionary and maintain law and order in the City, thousands of people who fled for safety to Hongkong have naturally been returning to their homes in Canton. It is important, therefore, to bear in mind that the census was taken in Hongkong at a time when political unrest in the neighbouring province had caused thousands of people to seek temporary asylum in this Colony; consequently though these preliminary census returns show, as far as they can be compared with statistics taken in 1906, an increase of 40,395 in the land population of the Colony (excluding the northern section and the islands of the New Territories), we are led to doubt whether normal conditions would show anything like as large an increase. A conservative estimate of the influx from Canton while the city was disturbed by the rising placed it at 50,000, and we think it would be useful, and indeed essential to a proper reading of these statistics, if the Census Officer were to obtain from the river steamship companies some statistics of the passenger traffic into Hongkong, say for a period of one month prior to the taking of the census, and compare those figures with the returns for the corresponding period in the previous year or two, and so get an approximate idea of the temporary inflation of the population statistics. It will be noted, too, that the land population in Hongkong harbour and Hongkong villages (a total of 45,646) shows an increase of 2,902 and in case this may give rise to undue optimism regarding the growing prosperity of shipping, we may remind the reader that the 1906 census was taken almost immediately after the great typhoon of November 1906, when there was great loss of life among the sampan people. We dislike having to suggest that these census returns are not really as healthy as they seem, but it would be foolish to ignore the important facts we have mentioned, for if the number of Chinese who recently sought temporary refuge in the Colony was as large as the estimate we have quoted, it would be an obvious conclusion that the normal population of the Colony has been practically stationary in the last five years.

The English Mail of the 13th May was delivered in London on 9th June.

A bamboo cooling pier has been erected off the water police basin at Teimohatsoi for the use of Colonial Government launches only.

His Majesty the King has been pleased to grant provisional permission to Sir Hormusjee Mody to wear the decoration of the Legion of Honour conferred upon him by the French Government.

It is announced in the *Gazette* that the Government has established as a rest-house for the exclusive use of Europeans visiting the New Territories, the bungalow at Taiipo situated to the east of the Police Station, and formerly occupied by the District Officer.

Mrs. Cameron, of No. 9 Peider's Hill, again appeared before Mr. Wood at the Magistrate's Court on Saturday to answer a charge of failing to comply with an order to remove an illegally constructed bathroom from the ground floor of her house. After hearing the evidence his Worship imposed a fine of \$20, at the same time remarking that the defendant had given the Court and the Public Works Department a lot of trouble.

An extract of meteorological observations made at the Hongkong Observatory during the month of May shows the average maximum temperature for that period to have been 78.8, and the average minimum temperature 72.3 degrees. The rainfall registered was 22.145 inches, and we had 86.1 hours of sunshine. The records of the past 25 years show that the maximum rainfall for the month of May is 48.84 inches, the mean 12.29, and the minimum 1.15 inches.

H.M.S. Newcastle leaves for Singapore to-day.

Under instructions received from the Secretary of State for the Colonies, His Excellency the Governor has appointed the Hon. Mr. W. D. Barnes to be Colonial Secretary, with effect from June 7th.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ending 31st May, 1911, as certified by the managers of the respective banks, are as follows:—

| BANKS. | AVERAGE AMOUNT. | SPECIE IN RESERVE. |
|---|-----------------|--------------------|
| Chartered Bank of India, Australia and China. | \$ 5,447,444 | \$ 4,000,000 |
| Hongkong and Shanghai Banking Corporation | 13,392,598 | 9,000,000 |
| National Bank of China, Limited. | 24,520 | NIL |
| Total | \$18,864,562 | \$13,000,000 |

After nearly 27 years' service, Inspector Robertson has severed his connection with the Hongkong Police. With his wife and family he left for Home by the P. and O. steamer *Delhi* on Saturday, having retired from active service on a well-earned pension. Mr. Robertson came to the Colony as a constable in 1884, and by zealous work reached the rank of inspector. He was a thoroughly capable officer, a popular man amongst his comrades in the Force, and was well and favourably known by a large circle of civilian friends, many of whom went aboard the *Delhi* on Saturday to bid Mr. and Mrs. Robertson farewell, and to wish them a pleasant trip and prosperity in the Homeland.

THE CORONATION CELEBRATIONS.

PHILIPPINES TO BE REPRESENTED.

The Committee arranging for the local celebration of the Coronation extended to H.E. the Governor-General of the Philippine Islands an invitation to visit Hongkong for the occasion. His Excellency has telegraphed to Sir Francis Pigott, Chairman of the General and Executive Committees, as follows:—

"Owing to absence of Vice-Governor Gilbert, it will be impossible for me to leave the Island, but it will give me great pleasure to send representation as by your courteous letter. Details follow.—FORBES."

POLICEMAN FIRES AT A SUPPOSED THIEF.

An exciting incident occurred near Shaokwan on Friday last when a prisoner attempted to escape from custody by jumping into the harbour. On the morning of the day mentioned the manager of the branch shop of the Opium Farmer at Tai Yan despatched a coolie to the Hongkong office with \$1,205.50, but as the coolie did not deliver the money the matter was reported to the police. Later in the day a coolie carrying a bundle was stopped by a policeman at Shaokwan. On being searched, \$200 in copper was found on his person, and he was arrested on suspicion of having stolen the Opium Farmer's money. On the way to the Police Station he headed the policeman, and, jumping into the harbour, endeavoured to escape by swimming. The constable drew his revolver and fired, and it was apparent from the writhings of the man in the water that the shot had taken effect. A boat was procured and the runaway was pulled aboard and subsequently landed. It was then found that a bullet had penetrated one of his lungs, and the injured man was removed to hospital.

THE CENSUS OF HONGKONG.

From the preliminary returns of the Census taken last month we extract the following figures:—

| | Male. | Female. | Total. |
|---------------------------------|-------|---------|--------|
| Victoria | 4,353 | 3,472 | 7,825 |
| Peak | 394 | 329 | 723 |
| Hongkong Villages | 234 | 120 | 414 |
| Old Kowloon | 1,752 | 1,377 | 3,129 |
| Green and Stone-cotters Islands | 28 | 42 | 70 |
| Total | 6,821 | 5,340 | 12,161 |

Mercantile Marine

| | Male. | Female. | Total. |
|--------------------------------------|-------|---------|--------|
| New Kowloon | 89 | 40 | 129 |
| New Territories, Islands | 26 | 12 | 38 |
| New Territories, (Northern District) | 78 | 6 | 84 |
| Total | 193 | 58 | 251 |

Grand Total for the Colony

| | Male. | Female. | Total. |
|---------------------------------|---------|---------|---------|
| Victoria | 149,468 | 66,654 | 216,022 |
| Peak | 1,536 | 213 | 1,749 |
| Hongkong Villages | 11,268 | 4,767 | 16,035 |
| Old Kowloon | 34,604 | 15,323 | 49,927 |
| Green and Stone-cotters Islands | 98 | 7 | 105 |
| New Kowloon | 11,000 | 7,693 | 18,693 |
| Total | 207,874 | 94,657 | 302,531 |

The returns from the Chinese show a total population of 440,636. Adding the non-Chinese, the population of the Colony is 453,793. Of this number 383,344 constitute the land population. The boat population numbered 54,983 (of whom 31,693 were in Victoria harbour). The land population is shown as under:—

| | Male. | Female. | Total. |
|---------------------------------|---------|---------|---------|
| Victoria | 149,468 | 66,654 | 216,022 |
| Peak | 1,536 | 213 | 1,749 |
| Hongkong Villages | 11,268 | 4,767 | 16,035 |
| Old Kowloon | 34,604 | 15,323 | 49,927 |
| Green and Stone-cotters Islands | 98 | 7 | 105 |
| New Kowloon | 11,000 | 7,693 | 18,693 |
| Total | 207,874 | 94,657 | 302,531 |

| | Male. | Female. | Total. |
|--------------------------------------|---------|---------|---------|
| New Territories, Islands | 6,752 | 5,467 | 12,219 |
| New Territories, (Northern District) | 33,962 | 34,632 | 68,594 |
| Total Land Population | 248,588 | 134,756 | 383,344 |

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

TIBETAN AFFAIRS.

INTERVIEW WITH DALAI LAMA.

LONDON, June 10th.

A message from Calcutta states that a Darjeeling correspondent has interviewed the Dalai Lama, who, referring to affairs in Tibet, says that the Chinese have occupied the country and posted a number of troops there.

He claims that his countrymen are being oppressed, and that their affairs are being needlessly meddled with.

The present Amban, he says, is a strong man, and has treated the people very badly.

When the Lamas and Ministers despatched telegrams to the Waiwupu for better consideration at the hands of the Amban, their prayers were neglected.

EARTHQUAKE IN MEXICO.

LONDON, June 10th.

The "New York Times" reports that in the earthquake which occurred in Mexico City 1,300 people were killed.

NEW BELGIAN MINISTRY.

LONDON, June 10th.

It is reported from Brussels that M. Broqueville, who was Minister of Railways in the outgoing Cabinet, is forming a Ministry.

THE SITUATION IN MOROCCO.

LONDON, June 10th.

A Madrid message says that the Spanish troops have occupied Larache, and that the Spanish advance is causing anxiety to France, inasmuch as it is tending to complicate the international situation and to enable Germany to interpose with demands of her own.

An official despatch received at Madrid states that the French have entered Mequinez after severe fighting, which resulted in heavy losses on both sides.

LONDON, June 11th.

A Madrid message states that Spain has informed the Powers of the landing of her troops at Larache, and notified them that the Moorish administration will be retained.

The French newspapers unanimously regret this landing, which they believe may possibly compromise the peace of Europe.

TURKEY AND ALBANIA.

THE ITALIAN POLICY.

LONDON, June 10th.

Replying in the Rome Chamber of Deputies to criticism of foreign policy, Sr. Giuliano, the Foreign Minister, said that it was to Italy's interest to maintain the existing balance of power in the Adriatic, and that the best means of attaining this was an immutable alliance between Italy and Austria-Hungary. Therefore Italy would not take any dangerous initiative, as the Republicans suggested, with the object of compelling Turkey to observe Article 23 of the Berlin Treaty in Albania.

A businesslike-looking Chinese entered a shop at 78, Des Vœux Road Central, on Friday, ordered 30 cases of cigarettes, and asked the manager to allow a foki to carry them to his office, where he would pay the price. His request was complied with, and on arrival at the supposed office of the purchaser the foki was told to wait without. Hours passed and he still waited, and then it dawned upon him that a very old trick had been successfully played upon him and his master. The police have been asked to endeavour to discover the whereabouts of the man who bought the cigarettes.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, June 9th.

THE WINE TROUBLE.

I reported yesterday the serious disturbances that had taken place in Fatsan relative to the wine monopoly, and now there appears to be some fear that similar disturbances may occur in this city. The head office of the Hung Chai Company (the monopolists) is situated in Tai Pat Po, and opposite to it is a charitable institution known as Ming Sin, the master of which is on very friendly terms with the monopolists. Yesterday this man received what the Chinese call a "black letter" from the noted robber and murderer Luk Lan Ching, stating that the Government had unjustly given the monopoly to the Hung Chai, and that the members thereof were growing rich at the public expense. The letter then demanded a sum of \$100,000 from the Hung Chai, and threatened that if it were not paid within a specified time the office and surrounding property would be demolished by dynamite. The letter then closed with the usual gruesome threats that are to be found in such missives. The recipient of this precious epistle at once showed it to the chief monopolist and to several people of the neighbourhood. There was much excitement, and a meeting was held in the kalfong Kung-sho, and the monopolist was invited to shift his offices elsewhere, as the neighbours had no desire to have their property damaged by possible bombs. The monopolist strongly resented this suggestion, and pointed out that they ought to take steps to capture the ruffian whose effrontery had thrown them all in such excitement. Whether or not anything further will be heard of the matter remains to be seen, but the fact remains that the public are greatly against the monopoly and all concerned in it, while the robber Luk is a famous desperado who will stick at nothing. It is not the first time that people have called in his aid to foment disturbances, and as he has a powerful following of villains almost as bad as himself the police will need to use all their vigilance.

WIRELESS TELEGRAPHY.

During the recent troubles the value of wireless telegraphy was amply demonstrated, and the Viceroy has given orders that wireless stations are to be erected all over the province in order that an easy means of communication may be set up. This is one point in his scheme for clearing the country districts of the bad characters that infest them and who often elude capture because the authorities are unable to co-operate owing to lack of means of communication. The work of setting up these stations has been given to Admiral Li and General Chen and the apparatus is to be installed with as little delay as possible.

TO GUARD THE CITY.

The Viceroy, Admiral Li and the Tao-tai of Police yesterday held a meeting to discuss steps to better guard the peace of the city. The Viceroy stated that though all is now quiet there are thousands of revolutionists scattered throughout the city who may at any moment break out into revolt. It was then decided to place four soldiers armed with rifles at the entrances to all the main streets and to give these men the power to search and if necessary arrest any suspicious-looking person.

TROOPS IN KWANGTUNG.

In response to a telegram from Peking the Viceroy has just given the War Office the following information regarding the troops in this province. There are 23 regiments at present in Kwangtung, four of which have been but newly recruited and nine are from Kwong-sai. These are distributed as follows:—3 regiments guard all the important buildings such as yamens, bureaux, arsenals and magazines of the city; 5 occupy strategic positions among the mountain passes; 2 are in Ying Tak and Ching Yen; 2 are shared among the Pan Yü-Ching Fa Districts; one is at Fatsan; one at Sai Chin, one at Wai Chow and one at San Ou. The remaining regiments are quartered outside East Gate, for a heavy garrison is needed here in order to guard against any further revolutionary efforts. In the dispatch his Excellency mentions that the man Chin Sing (one of the three ringleaders of the rebels) has recently died in Hongkong.

OFFICER SENTENCED TO DEATH.

At the time of the rebels' attack on the Viceroy's Yamen many people wondered why the guards of the building did not put up a better defence and why so many of them were killed. A recent investigation has made the reason very plain. It appears that the officer in charge of the guard so far neglected his duties that he failed to serve out an sufficient quantity of ammunition to the men, some of whom were entirely without it, and thus the unfortunate men were unable to save either the Yamen or themselves from destruction. After hearing the evidence the Viceroy sentenced the officer to death. In the Court, however, was an army officer of high rank who pleaded on behalf of the doomed man. His arguments carried sufficient weight with H.E. to cause him to reprieve the prisoner and banish him to the wilds of Mongolia.

ROBBERS DIES OF PLAGUE.

Some days ago a notorious robber who has carried on countless depredations in the Tung-koon District fled to Hongkong, where his presence was betrayed to the informers. Extradition proceedings were instituted and the man brought to Canton and sentenced to death. Previous to execution he was lodged in the Nam Hai Gad, where he died of plague on the day before he was to have been beheaded. According to the procedure always followed in extradition cases the British Consul-General was informed, who went to the goal and inspected the corpse. This is said to be the first time this has been done, but of late there have been several cases of prisoners dying just before their execution, a fact that is somewhat mysterious.

LOCAL SPORT.

A Whist Drive under the auspices of the R. G. A. Sergeants' Mess, Victoria Barracks, was held on the 8th instant. There was a good attendance notwithstanding the sultry weather condition, 15 tables being engaged. Some very close games were witnessed. The prize-winners were as follows: Ladies—1st prize, Mrs. Hurlo; 2nd, Mrs. Tompkins; 3rd, Mrs. Mahoney. Bobby prize, Mrs. Anderson. Gentlemen—1st prize, Mr. Gibson, R. N.; 2nd, Mr. May; 3rd, Sgt. Mahoney, R.E. Bobby prize, Gunner Tompkins, R.A.

LAWN BOWLS.

POLICE v. KOWLOON.

This friendly match, played at the Happy Valley on Saturday afternoon, resulted in a win for the visitors, mainly through the substantial lead obtained by Harvey's rink. Scores:

| POLICE. | KOWLOON. |
|---------------------|---------------------|
| F. C. Watt | J. Grant |
| C. Insp. Baker | D. Muir |
| Insp. Langley | R. Hall |
| P. C. Stuart (skip) | 24 D. Gow (skip) |
| P. C. Glendonning | R. Hunter |
| D. S. O'Sullivan | S. Gray |
| Insp. McHardy | J. McDonald |
| K. McLennan (skip) | 12 D. Harvey (skip) |
| P. C. Grant | H. Shirre |
| P. S. Watt | A. G. Pile |
| P. S. Grant | C. Alexander |
| R. Fenton (skip) | 22 A. Ramsay (skip) |
| | 53 |
| | 46 |

LAWN TENNIS.

HONGKONG C. C. TOURNAMENT.

Professional Pairs—Capts. Brierley and Crawford (Army) beat C. Willson and C. B. Johnson (Law), 7-5, 6-2, 6-4.

Singla Handicap, "B" class.—Semi-final: Lt. H. G. Paris (secs. 3/6) beat A. A. Claxton (secs. 1/5), 6-0, 6-1.

Championship.—Semi-final between R. Hancock and Capt. Brierley commenced on Saturday afternoon, but stopped on account of the heat—7 all.

Singla Handicap—"A" class, will be played this afternoon between H. Hancock and P. H. Klmanek.

Y.M.C.A. v. CRAIGENGOWER.

In the tennis league match between Craigen-gower and the Y.M.C.A. played on Saturday, the latter players won by 65 to 34.

BOXING.

KENNY v. CARLSON.

The re-appearance of Roy Kenny in the V.R.C. gymnasium has again raised an interest in the manly art in Hongkong. Boxers of all sizes and of varying degrees of quality attend at the premier sporting club nightly to spar a few rounds with the clever American who "takes them on" one after another, and keeps them hard at it. That Kenny is a draw is evident from the large crowd which assembles at the Club to watch him training. He is in excellent fettle and will be well prepared to meet the big and active Carlson at Belle View on the 22nd instant. Carlson, by the way, has left Illinois, and should arrive in Hongkong about the 15th instant. Mr. Harper, who is staying at the King Edward Hotel, has the management of the fight, and is arranging some interesting preliminaries.

STANTON v. CAPHAM.

Rod Stanton is also in training at the V.R.C. having made a start on Saturday. He went through a deal of exercise in the afternoon, but did not have a spar. Capham, who is in excellent form, is working hard in his training quarters at the Imperial Hotel. He realises that he is meeting a good man, and is leaving nothing to chance. Strenuous exercise in the early morning and sparring in the afternoon are improving his condition greatly, and Stanton should find, when he faces the principal sparring partner of Bill Lewis in the arena, that he has undertaken no light task. In this tournament, which is promoted by Mr. Nicoll, and which will take place at the skating rink on the night of the 24th inst., Gunner Arndt will meet Corporal Champion, and Kid Marriott and Iron Box will again try conclusions, while another preliminary will be arranged between two American blue-jackets.

QUARANTINE AT MANILA AGAINST HONGKONG.

The *Cable News-American* (Manila) of the 7th inst. publishes the following:—
"Coming to the influx of persons from Amoy and other plague-infected communities in the vicinity of Hongkong, it has been found necessary by the quarantine officials here to impose certain restrictions upon vessels proceeding from that port to the Philippine Islands."

Hereafter, these vessels will be required to call at Mariveles and land all storage passengers and all persons who ordinarily travel in the storage and purchase saloon passage to avoid detention.

Storage passengers will be bathed and all their effects disinfected under the supervision of a representative of the public health and marine hospital service at Hongkong, as heretofore. Upon their arrival at Mariveles they will be subjected to a quarantine detention of seven days, dating from the time of completing the disinfection at Hongkong.

Vessels from non-infected ports, calling en route at Hongkong, will not be required to call at Mariveles provided that no liberty has been given the passengers in Hongkong, and that no storage passengers or persons who ordinarily travel in storage are embarked at Hongkong."

"Notice of this quarantine was sent to Hongkong yesterday afternoon on the *Teon*, but the quarantine will not become effective until the notice has been given due publicity there."

The latest Bangkok papers report that Dr. Jonathan Wilson is lying in a critical condition at Dr. Carl's house at Nakawa Lampan. The veteran missionary is over 82 years of age and is suffering from cancer. Three years ago he went to Canton to undergo an operation for the removal of the cancer. The operation was successful, but it is probable that the cancerous growth has begun again, and at such an age there is no hope of recovery.

RANDOM REFLECTIONS.

The working of the calendar seems to have returned to the normal, and our seasons are quite distinctive again. For a year or two we had almost forgotten that June represented the rainy season, but there have been no lack of reminders these days. Even with the clearest skies overhead it is unwise to leave home without an umbrella or a waterproof, otherwise the 'spotted summer suits' look rather bedraggled before evening.

The moon bath raised her lamp on high and moonlight picnics are the order of the last few nights. No feature of Hongkong life holds the imagination so strongly as does this form of launch picnic, and those who are now in the Homeland look back with pleasure to these happy nights now buried with the past for them. We are happy in being still here to enjoy them.

The moonlight picnic seems an advance on the dance which the good folks in the Philippines make a form of pleasure. It is difficult to work up enthusiasm for dancing when the great desideratum is to keep cool, but the Americans with characteristic energy don't seem to bother about that, though it is rather amusing to read that in consequence of the warm weather prevailing the 'Swing Dancing Club' is responsible for what is called a shirt-waist dance. Tripping the light fantastic in attire à la lawn tennis sounds fairly rational. Britons, of course, would never dream of doing such a thing. To make a departure from custom like that would be regarded as an outrage. Even in the Straits, where I understand they manage a fair amount of dancing despite the perpetual heat, they have not yet dared to discard conventional dress. In this instance the ladies are responsible. They decline, I am told, to sanction any change. I wonder if the dear creatures are animated with any sort of desire to get even with men who dictate to them what fashions they shall adopt or not? Or is it just their sweet unreasonableness?

I wonder if I have discovered the true significance of the suggestion for a Sanitary Board flag? Association with such a flag would probably be too much for the American Consulate. It sounds like a deep-laid scheme for keeping the Stars and Stripes from flying on the new Post Office. By the bye, when is the Post Office to be opened? Nobody seems to know anything about it.

One might almost imagine on reading the remarks of the Chief Justice made during the hearing of the hotel case in the Supreme Court that Kowloon is a weird sort of place in which to live, or that those who choose to live there must have something wrong with their heads. What else can be mean when he says that "some people are condemned to live in Kowloon, others choose to live there?" Or that in order to go there one "has to go a journey over seas which are sometimes tempestuous?" Perhaps that is judicial humour.

Our new Colonial Secretary has arrived and assumed his duties. The Hon. Mr. W. D. Barnes received a welcome which was very friendly because unofficial at the Legislative Council on Thursday, and the impression which he created there was very favourable.

Much is being said at Home about the health-giving effects of playing wind instruments. I suppose this would mean that blowing one's trumpet would be conducive to the attainment of a ripe old age.

The holidays last week-end were not taken very seriously. Apparently most people are holding themselves in reserve, as it were, for a good time at the Coronation. After all, holidays here are rather unsatisfactory sort of things. Easter and Whitenside are usually associated with travel, but the facilities for getting away from Hongkong are not such an appeal to the Home idea of a week-end excursion.

During the rain the group in the cricket pavilion were telling their bad-weather and fine-weather stories. One of the best of them went back to the Russo-Japanese war, when crowds stood outside the newspaper offices waiting for the expected news about the meeting of the rival fleets. An old lady sauntered past—an old lady with a black dress and bonnet, and a huge umbrella.

"What is the crowd for?" she asked.
"Waiting for news of the war."
"Why is there a war on?"
"Yes."

"My word!" the old lady said, pleasantly, "they've got a nice day for it, haven't they?"
RODERICK RANDOM.

THE USE OF THE ROYAL STANDARD.

The following despatch from the Secretary of State is published in the current issue of the *Gazette*:

Downing Street,
11th May, 1911.
SIR,—I have the honour to inform you that His Majesty the King has decided that the Royal Standard, which is the personal flag of the Sovereign, is not in future to be flown except when and where His Majesty is personally present.

2. Accordingly Colonial Regulation No. 148 which requires the Royal Standard to be flown at Government House on the King's Birthday and on the days of His Majesty's Accession and Coronation, has been cancelled, and Colonial Regulation No. 149 will in future run as follows:—

"The Union Flag, without any badge, shall be flown at Government House daily from sunrise to sunset."

I have, etc.,
L. HARCOURT.
The Officer Administering the Government of Hongkong.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

May 19th.

COTTON SPINNERS' FEDERATION.

At the annual meeting of the International Master Cotton Spinners' Federation held at Barcelona last week under the presidency of Don Eduardo Calvet it was stated that practically all cotton mills in the world had joined the association with the exception of those in the United States, with whom, however, it was merely a question of time. Statistical returns were received at certain dates from about 90 per cent. of the entire number of spindles engaged which was proving of great value to the trade. Altogether the work of the Federation was making satisfactory progress—courts of arbitration for the settlement of differences had been established and their united efforts had succeeded in obtaining certain alterations in the terms of the fire insurance policies. Trade itself, however, continued to suffer from the high range of prices resulting from a short crop in the United States, with an adequate supply of the raw material and moderate prices. Sir Charles Macara, the Chairman of the Federation, thought there could be no doubt that, great though the increase in the spindles had been during the last few years, every mill would be fully occupied; as it was, however, the prospects of a plentiful supply were not promising and the only means to adopt under such precarious circumstances was therefore a general curtailment of production of yarns and goods. Reports were read on the progress of the cultivation of the article in the African colonies and other countries, but it was admitted on all hands that, however satisfactory the results obtained so far might be, it would take many years before the quantities raised would be important enough to have any effect on prices.

The question of dampness in cotton was again brought forward and dissatisfaction expressed at the manner in which it had been treated by the cotton exchanges of Liverpool, Bremen and Havre; it was resolved that the trade must insist upon the adoption of measures to safeguard its interests in that respect, and that the spinners of England, Germany and France should bring their influence to bear upon the three exchanges in order to obtain a remedy for the evil.

STATE INSURANCE.

Now that Mr. Lloyd George's scheme of a comprehensive system of State insurance in England has been received with enthusiasm by all parties in and out of Parliament, it may be of interest to note what the results have been in this country, where it has now been in operation for over twenty-five years. I already stated on a previous occasion that in the opinion of a medical professional it has been productive of a great deal of malingering; in an article entitled, "Pension Hysteria," the *Chemist and Druggist* says now that it is painful to observe the exaggerations, falsehoods and other mean tricks which are resorted to in order to procure a pension, and that State insurance has undoubtedly exercised a demoralizing influence on the working classes. One of the worst effects is "Pension Hysteria," or "Pensionitis," an evil weed springing from a soil of moral weakness and nourished by the neurotic tendency of the present day. An eminent medical authority, Professor Windscheid, once declared that if there were no pensions there would be no "Accidents Neurose," and another, Dr. Friedensburg, cites cases where no injury of any kind had been sustained, but where a pension has been claimed on the plea that the applicant had ceased working, feeling unable to work, and that, although it might be pure imagination, this morbid idea was the result of the accident, and therefore entitled him to compensation. Such claims had been invariably refused in the first instance and had then been carried to a higher court, which, confirming the decision, had been impugned for a want of understanding of social needs.

The proposed boon is thus becoming a source of evil by weakening the spirit of self-reliance, for the chief object of insurance legislation is not the granting of pensions, except in extreme cases of disablement, but the providing of means for the restoration of health. The hopes the originator entertained with regard to the ethical effect of the measures on the labouring classes have therefore not been realized, and there is something profoundly tragical in the statement which the Home Secretary felt bound to make in the Reichstag on February 13, 1910, that they had failed in the attempt to bridge over the yawning gulf which the economic struggles of the last few decades had created between the different classes of the population. The question may well be asked whether the objects for which such enormous sacrifices of personal independence, of labour and of money have been made, have really been attained. Many amongst the middle classes in comparing their position with that of working men will come to the conclusion that they can neither in case of sickness command the same excellent medical advice and the same careful nursing, nor look forward to the future with the same feeling of security; and they will be inclined to consider the vast outlay incurred for the benefit of the working classes in no manner compensated for themselves. This will necessarily tend to increase the number of discontented grumblers, who are fast becoming a danger to the community.

Meanwhile the Government Bill for the insurance of clerks and other employees is progressing with rapid strides in the Reichstag and may be expected to become law very shortly with but slight modifications. Although the principle of the measure cannot but command the sympathy of everyone, still it is felt to be a heavy burden imposed upon the trade and industries of the country, all the more so as the State contributes nothing towards it, except part of the cost of administration.

To judge from some of the speeches in Parliament, and from the correspondence on the subject appearing in the newspapers, people in England, too, are coming to the conclusion that State insurance has its drawbacks, not only with regard to the heavy expenditure it involves, and which is likely to go on increasing from year to year, but also with respect to its probable effects on the "morale" of the insured, to guard against which it will be difficult to devise effective safeguards.

COMPANY MEETINGS.

CHINA AND MANILA STEAMSHIP CO., LTD.

The twenty-eighth ordinary general meeting of shareholders in this Company was held at the office of the General Managers Messrs. Shewan, Tomes & Co., at noon on Saturday. Mr. C. A. Tomes presided, and there were also present: Dr. J. W. Noble and Mr. H. P. White (Consulting Committee), Mr. A. Temperley (secretary), Messrs. R. H. Hancock, A. S. Ellis, A. G. Gordon, C. Klineck, A. Cordeiro, J. A. Young, Fung Shui Wa, H. F. Campbell, A. Osorio and K. Sayce.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The Report and Accounts have been before you for some days and, unless you wish otherwise, we will dispense with reading them. I should first of all explain that we are very late in holding our meeting this year, because the Accounts were more complicated than usual, and we had to await the passing of the Report of the Philippines S. S. Co., which occurred only on the 23rd May. As the Philippines Co. only shared in less than two months' working of the steamers last year we make our usual comments at this China and Manila meeting, but in future it will be more appropriate perhaps if this were done at the meeting in Manila. This last year's working is a very severe set-back to the Company. The first few months were bad enough, but matters grew worse as the year went on, until, finally, deeming it imperative to make a change of some kind, we put before you the scheme of transferring the steamers to the American flag, a measure that had been for some time under consideration. It is early yet to say what the ultimate outcome is to be, but we have stayed the outflow of the Company's funds, and can we maintain the present degree of improvement and receive a full demonstration of the encouragement we have been led to expect at the hands of our good friends, the American Authorities, we shall soon re-entertain the pleasant days of adequate depreciation and appropriate dividends. The scheme was put before shareholders and approved unanimously in August last, and the transfer took place in November. One incident in this connection we deplored very much was the enforced discharge of the old ships' officers, some of whom had served the Company long and well, and the financial position of the Company was not such as to warrant any very liberal allowances to the retiring men. Their behaviour was admirable, however, and as far as we know they have now all obtained useful employment. The expenses of the transfer had exceeded anything we contemplated. Renewed docking shortly after the ships had received their annual overhaul, and alterations to comply with the American inspection laws, licence and registration fees, legal expenses, inaugural trip in Philippine ports, &c., all came to the considerable sum of over \$36,000. Our inter-island earnings, to which we must mainly look for a justification of the change of flag, were inconsiderable at first, but are much better and approaching the main line receipts. Government assistance has not taken tangible form yet, but we know on the highest authority that our endeavours are appreciated; the Government want our boats on the run, and they are going to give us all the encouragement and direct support they properly can. Government cargo and passengers are under old contracts until next month, and then we shall hope to see a realization of the promises made, and in these promises, gentlemen, we have the utmost confidence. We have an earnest now of what we may expect in the shape of an allowance for carrying the U.S. mail between Manila, Iloilo and Cebu, and shall receive a payment of P200,000 on this account on July 1st, and perhaps something more, until such time as we begin to feel the benefit of the Government contract work in August. The boats are well kept up and are in excellent order, and do their work well, but there is no disguising the fact they are ten years old. Although written down to half their original cost, when we can afford it, we shall not be able to avoid the subject of further depreciation. Trade generally between here and Manila is decidedly dull, and shows no elasticity. The Payne Act was a blow to the transshipment trade for American goods. We had a little leaven in our loaf recently when we heard of a decision by the U.S. Court of Customs Appeal that the definition of direct shipment between the U.S. and Philippines did not restrict the carriage of cargo to one bottom, but all action pursuant to this decision is suspended pending appeal to the Supreme Court of the United States. The export of cattle to Manila, once a source of important earnings, has ceased altogether, and a return of it is conjectural. The Philippine people will not have diseased cattle brought into their country, and critics of their action will approve when it is known what havoc has been created in some provinces, and the Hongkong Government seems unable to provide, whether from economic reasons or not, I cannot say, a form of inspection satisfactory to the Authorities on the other side of the water. Blindport, which more than decimates the Philippine cattle, and thereby destroys the principal motive power of the agricultural labourer, is, I am told, not in itself detrimental to the beef of the animal as food, and so is not such a dread foe to our Colony. It is a pity, of course, that something cannot be done, for the supply of cattle from Tonkin to Manila seems to go on steadily and successfully. The Philippine law on opium smuggling causes us continual anxiety and considerable expense, and the operation of the law bears with undesired severity and harshness upon the steamers in the trade.

We do all we can by most stringent orders to officers and crews, and diligent search at no little expense to discover any attempt at smuggling, and yet generally suffer from fines when the culprits are detected. However, we have reason to believe the administration of the law will be milder in the future, and if all we hear is true that in a couple of years China will know opium no more, our worry on this account should not last too long. Our special preventive service costs the Company in wages \$130 per month, and fines imposed last year were P200,000, reduced on appeal from a larger amount. Within the past two or three days it has been notified that quarantine is imposed in Manila on account of the plague in Amoy and here. This may restrict our carriage of steamer passengers. Before moving the adoption of the report, gentlemen, I will be pleased to answer any questions.

There were no questions.

The CHAIRMAN then proposed the adoption of the report and accounts as presented.

Mr. WHITE seconded, and the motion was carried unanimously.

Mr. GORDON moved, Mr. KLINECK seconded, and it was agreed that Mr. H. P. White and Dr. J. W. Noble should be re-elected to the Consulting Committee.

Messrs. W. H. Potts and A. O'D. Gardin were reappointed auditors, on the motion of Mr. HANCOCK, seconded by Mr. CORDEIRO.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance.

THE CHINESE ENGINEERING AND MINING COMPANY (LIMITED).

ISSUE OF SECOND MORTGAGE DEBENTURES.

An extraordinary general meeting of this Company was held in London on the 17th ult., at Winchester House, Old Broad Street, under the presidency of Mr. W. F. Turner (Chairman of the Company). "For the purpose of considering and, if thought fit, passing a resolution authorizing the directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding shall not exceed three-fourths of the issued capital of the Company." The Assistant Secretary having read the notice convening the meeting as above.

The Chairman said:—Gentlemen,—The notice of meeting which you have just heard reads states the object of the meeting, which is to pass a resolution increasing the borrowing powers of the directors up to an amount equal to three-fourths of the issued capital of the Company. The reasons for proposing this resolution are set out so clearly and so fully in the directors' circular to the shareholders of March 31st last that it is scarcely necessary for me to enlarge upon them. The present borrowing powers of the directors are limited to £500,000, being one-half of the issued share capital of the Company. As you are all aware, an issue of that amount in six per cent. debentures was made immediately on the formation of the Company, the money being repaid partly for capital expenditure and partly for payment of liabilities of the undertaking then acquired by our Company. Our first balance-sheet at February 28, 1910, shows that out of this original issue of £500,000 of debentures £118,540 had been cancelled, either by redemption at the rate of £10,000 per annum, in accordance with the terms of the issue, or by purchase of debentures on the market, and that £48,540 of debentures purchased and cancelled had been re-issued, leaving a net amount outstanding of £431,000. This has been further reduced by the sum of £10,000 drawn for redemption on January 1st, the present amount outstanding being therefore £421,000.

The capital expenditure since the formation of the Company, shown in the balance-sheet at February 28, 1910, amounted to £269,765, which is nearly £240,000 in excess of the amount of debentures now outstanding. This excess has, of course, been provided by the sums which have been set aside from profits to reserve year by year, and which amounted at the date of the last balance-sheet to £245,000. The time has come when it is necessary to replace a portion of this excess capital expenditure and to make provision for further capital expenditure which may arise in connection with the extension of the Company's business.

TWO NEW BRANCHES OF BUSINESS.

For some time past our agent and general manager, Major Nathan, has been studying the question of the manufacture and sale of coke, and the further question of the manufacture and sale of sulphate of ammonia, for both of which products there is a large market in the Far East. Major Nathan has made certain reports to the directors on these subjects, and we have recently had an opportunity of discussing them with him personally. There would appear to be little doubt, from the purely commercial point of view, of the desirability of the Company taking these two branches to its business, for dealing with which we have exceptional advantages in the possession of enormous quantities of coal, in our very lowest cost of production, and in easy access to the sea at the port of Chingwangtao.

The subject is, however, a very technical one, and before the directors commit the Company to any serious expenditure further investigation on the technical side will have to be made in Europe. To this part of the subject Major Nathan is now devoting himself. We are not yet prepared to make any representations as to the possible or probable effects of the development of these two branches of business. We content ourselves for the present with the statement that the subject is one of considerable magnitude, that it is worthy of the most serious consideration, and that it is our duty to place ourselves in a position which will enable us to deal with it whenever we may decide to do so.

PROVISION FOR THE COMPANY'S REQUIREMENTS.

We propose, in order to provide for the Company's requirements, to create £250,000 of six per cent. second mortgage debentures, and to issue from time to time so much of these second mortgage debentures as may be required, the amount to be issued in the first instance being £250,000. We shall be securing the end of the half-year by the time this issue can be made and the proceeds received. The price of the issue has therefore been fixed at 94 per cent, the interest to run as from July 1st next. We have decided to give the opportunity of subscribing to these shareholders who may be registered on the Company's books at the time of the issue, and as we have received a number of letters from shareholders who are not registered, but who hold bearer certificates, asking to be allowed to subscribe the issue to the holders of bearer certificates by means of advertisements in the newspapers, in order that they also may have an opportunity of applying.

As stated in the circular of March 31st last, subscription of this first issue of £500,000 has been guaranteed without charge by a financial group, which includes several members of the Board. There is, therefore, no question as to the result of this financial operation.

THE PAST YEAR'S WORKING.

We stated in the circular of March 31st last that the result of the Company's business for the year ended February 28th last showed a reduction compared with previous years. In view of the statements made in the directors' report of October 13th last and at the general meeting held on October 28th last, this reduction in profit will not have occasioned any surprise, the two causes—namely, the unfavourable condition of trade in China and the competition of the Lanchow Mines—having been heard of without that occasion. The net profit for the year, however, as advised from China, after putting aside some £35,000 for depreciation, and subject to the audit of the accounts, was equal to 11 per cent. on the capital of the Company, and the directors declared an interim dividend of 5 per cent., which became payable on the 1st inst.

We cannot at present say that the state of trade in China shows any improvement. As regards the competition of the Lanchow Company, we stated at the general meeting in October last that it might be our duty to take drastic measures to deal with it, however seriously those measures might affect the profits of the Company for the time being. We found it necessary towards the end of last year to meet the competition of the Lanchow Company by reducing our prices for certain classes of coal at many points where they came into contact with it. The result has been, of course, a reduction in our profits, but the consequences to the Lanchow Company have, we believe, been far more serious, and must become still more serious to them as time goes on.

THE NEGOTIATIONS WITH THE CHINESE GOVERNMENT.

We are asked by shareholders from time to time what is the state of negotiations between the Company and the Chinese Government. The proposals made on behalf of the Viceroy of Chihli, which were referred to in the last directors' report, have led to no result. The Chinese Imperial Government showed no favour to the Viceroy's proposals, which have accordingly been dropped, and another official has been charged by the Chinese Government to take the matter in hand, but at the present time no negotiations are on foot. The directors feel that, after negotiations of various kinds extending over a number of years, and which have been without result, while maintaining, as they always have done, a perfectly friendly attitude towards the Chinese authorities, and being always prepared to consider any proposals which may be consistent with the interests of the shareholders, they must apply themselves to the prosecution of the Company's business in all directions, irrespective of other considerations, and it is in pursuance of this policy that we submit the resolution which is before you to-day. I now move that the resolution which you have heard read be received and adopted.

Mr. Edmund Davis seconded the motion. The Chairman said:—Unless any gentleman wishes to say anything, I will put the resolution to the meeting.

The resolution was carried unanimously, and the proceedings then terminated.

RUBBER COMPANIES.

The report of the Koping (Malay) Rubber Estates states that during the past year 24,000 trees were tapped and produced 46,559 lb. of dry rubber, as against an estimated output of 35,000 lb. The gross amount realized by sale of rubber was £16,028, representing an average sale price of 6s. 11d. per lb., as compared with 7s. 83d. per lb. for the previous year. The manager estimates that the production for 1911 will be 100,000 lb., of which 21,700 lb. had been harvested to April 30. As the shareholders have already been informed, 50,000 lb. have been sold forward at 8s. 6d. per lb., and in view of the decline in the price of rubber this was a very satisfactory arrangement. The profit for the year was £10,348, which, added to the balance brought forward, makes £11,076 available, out of which an interim dividend at the rate of 15 per cent. per annum for the half-year ended June 30 has been paid. The directors recommended a final dividend of 32½ per cent, making 40 per cent. for the year, leaving £1,076 to be carried forward.

The report of the Batu Tiga (Selangor) Rubber Company for the year to December 31 shows a net profit of £19,984, from which has to be deducted payment made to Selangor Plantations Syndicate (Limited), £1,950, and interim dividend of 2s. per share, leaving £10,959. This the directors propose to dispose of by writing off underwriting commission and brokerage on shares, £2,648; writing off debenture issue expense account, £424; paying a further dividend of 2s. per share; and carrying forward £815. The rubber crop harvested amounted to 95,421 lb., against a revised estimate of 95,000 lb., and the average price obtained was 6s. 13d. per lb. net, as against 7s. 7d. per lb. for the previous year. For the current year the manager has estimated a crop of 160,000 lb. Mr. Mansergh has recently visited the estates and reports that, as they were quite clean and free from weeds, a reduction in the expenses of weeding might be expected.

The report of the Rubber Estates of Krian for 1910 states that the rubber crop for 1909 to 1910 was 41,200 lb., which realized an average gross price of 7s. per lb. The production was derived from an average of not more than 14,000 trees of all ages, or a yield of 2 9/16 lb. per tree. The profit was £6,015. The directors recommended a dividend of 5 per cent. for a period ended December 31, leaving £673 to be carried forward. The estimated output for 1911 is 75,000 lb. rubber dry, and 160,000 coconuts.

CHINA AND KING GEORGE'S CORONATION

THE DEPARTURE OF H. H. PRINCE TSAI CHEN.

His Highness Prince Tsai Chen, Special Ambassador to King George's Coronation, left Peking on the 30th ult. for Harbin, en route to Berlin and London. At 11 a.m. many high officials, says our Peking contemporary, began to make their appearance at the Chienmen Station, where detachments of the Imperial Guard, the police and the British Legion guard were also assembled to do honour to the departing Ambassador. Many high officials were present in person to bid His Highness farewell, among them being Princes Su, Pu, Lun, Ah and Yu Lang, and Ministers of State Tsou Chia-lai, Sheng Kang-pao and Vice Ministers Hoo Wei-tai, Tsao Yu-lin, Li Hing-fang, etc. His Excellency Tuan Fang was also seen on the platform, while the two brothers of His Highness were among the more prominent persons.

Sir John Jordan and Messrs. Barton and Phillips, Secretaries of Legation, Mr. Calhoun, Minister of the United States, Secretary Tenney, and Mr. Ijima, the Japanese Minister, were the principal foreign officials seen at the station.

INTIMATIONS

CORONATION CANDLES.

WE Beg to Notify the Public that

We have Just Received a Large

Shipment of SHORT CANDLES,

suitable for the forthcoming CORONA

TION ILLUMINATION and they are

requested to make an early application

to avoid disappointment, as the demand

is likely to be great.

H. RUTTONJEE & SON,

38 and 40, Queen's Road,

Central,

HONGKONG.

GOLD AND SILVER

WATCHES

ENGLISH, SWISS AND ELGIN

SUPERIOR QUALITY

MOVEMENTS

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

[256]

WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

BECAUSE

You will receive Fair Treatment.

A Careful and Intelligent Examination

We have a Sound Optical Reason behind every Lens

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF

D'ARQUIER ST., HONGKONG.

[252]

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P.O. Box, 33. Telephone Nos. 12, 13.

Telegraphic Address: Prens Codes: A.B.C. 5th Ed. Libers.

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of June, 1911, at 3 p.m., at the Office of the Public Works Department, of One Lot of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND West of Pokfulam Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Boundary Measurements. | Contents in Acres, Roods, and Perches. | Estimated Value. |
|--------------|--|--|------------------|
| 1. | Lot No. 1, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 2. | Lot No. 2, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 3. | Lot No. 3, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 4. | Lot No. 4, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 5. | Lot No. 5, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 6. | Lot No. 6, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 7. | Lot No. 7, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 8. | Lot No. 8, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 9. | Lot No. 9, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |
| 10. | Lot No. 10, bounded by the sea on the north and east, and by the road on the south and west. | 1.0000 | £1,000.00 |

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA" Captain S. Burdum, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MADEIRA", 16,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Goods for France, Germany and other ports (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA", due in London on the 6th August, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 12th June, 1911.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

"E. FRANZ FERDINAND," Capt. B. Cobl, will be despatched as above on WEDNESDAY, 28th JUNE, AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, and carries a doctor and a stewardess. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 12th June, 1911.

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Company's Steamship

"JESERIC," having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th inst., at 5 p.m., will be subject to rent.

Damaged Packages must be left in the Godowns to examination by the Consignee and the Co.'s representative on the 14th inst., at 11 a.m. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance has been effected.

THE BANK LINE, LTD., Agents, Hongkong, 10th June, 1911.

NEW ADVERTISEMENT



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA," Captain Chinnack, will leave for the above places on SATURDAY, the 17th inst. This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 12th June, 1911.

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES AND CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road, Hongkong, 1st June, 1911.

WANTED

WANTED.

BY A YOUNG LAD, fresh from School, employment as a Clerk; knows shorthand and Typewriting. Moderate Salary to start with.

Apply—H. R., Care of "Daily Press" Office, Hongkong, 3rd June, 1911.

WANTED.

AN ENERGETIC AND EXPERIENCED CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Good Salary to a Capable Man.

Apply in writing to "X," Care of "Daily Press" Office, Hongkong, 2nd June, 1911.

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—A. B. C., Care of "Daily Press" Office, Hongkong, 17th May, 1911.

WANTED TO PURCHASE.

THE HULL of an IRON or STEEL VESSEL of about 400 tons gross register, in good preservation.

Apply to—B. 61, Care of "Daily Press" Office, Hongkong 9th June, 1911.

FOR SALE

FOR SALE.

THE Business, Goodwill, Furniture, &c., of "THE BOMBAY HOUSE RESTAURANT," situated in good locality with promising prospect.

Apply to—60, DES VEXES ROAD CENTRAL, Hongkong, 7th June, 1911.

HOTEL FOR SALE.

A Coast Port, as a going concern. Proprietor retiring.

For further Particulars apply to "HOTEL," Care of "Daily Press" Office, Hongkong, 5th May, 1911.

FOR SALE OR TO LET.

"KENNIS," 76A, PEAK, SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes' walk from "RICKSHAW." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd February, 1911.

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

Revised by THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1911.

INTIMATIONS

PEAK TRAMWAY CO., LTD.

NOTICE.

ON and after 15th inst., the following additional Cars will be run:—

WEEK DAYS:

7.15 A.M.

3.15 P.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

SUNDAYS:

9.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week-days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 3rd June, 1911.

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that the Postponed EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL at 12 Noon, on SATURDAY, the 17th day of June, 1911, when the following Special Resolutions will be submitted:—

1. That Geo. Fenwick & Co., Ltd., be wound up voluntarily.

2. That the partners in the firm of Messrs. PERRY, SMITH, SMITH and FLEMING, of Hongkong, be appointed Liquidators with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors, JOHN I. ANDREW, General Manager, Hongkong, 9th June, 1911.

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Can always get the best quality

LOCAL

BEEF AND MUTTON

and

AUSTRALIAN

FROZEN MUTTON,

LAMB,

RABBITS,

HARES.

From THE

DAIRY FARM CO., LTD.

Butcher's Dept.

Price list on application.

ILLUMINATION.

FOR SALE

RED JAPANESE LANTERNS

of approved size and

CORONATION CANDLES

of 63" long—burning for 4 to 4½ hours.

Prices without competition.

Please send order early to avoid disappointment.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 888G. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA

OCHI, MUTABE, YOSHINOTANI,

HOJO, KANADA, NAMAZUTA, SATO

SHINNEW and KAMIYAMADA,

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SOLE AGENTS for

KISHIDAKE Coals.

HEAD OFFICE—MARUNOUCHI,

TOKYO.

BRANCH OFFICES—NAGASAKI,

MOJI, KANAGAWA, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"

Codes, AT, ABC 6th Ed., Western Union

AGENTS—

YOKOHAMA: H. ASAKI, Esq.

CHINESE: Messrs. GRACA & Co.

MANILA: Messrs. MACDONALD & Co.

SINGAPORE: Messrs. BOWEN & Co., Ltd.

For Particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, Pedder Street, Hongkong.

TO LET

TO LET.

FIRST FLOOR of No. 4, DES VEXES ROAD CENTRAL.

FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from College Tower). Can be let separately. Rent moderate. GODOWNS, in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 2nd June, 1911.

TO LET.

No. 3, CANTON VILLAS, Kowloon, from 1st August.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 9th June, 1911.

TO LET.

TOP FLOOR, No. 6, Ice House Street, suitable for Office and/or Dwelling purposes.

Apply—A. B. AVASIA, No. 1, Duddell Street, Hongkong, 9th June, 1911.

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices, Ground and First Floor.

Apply—Post Office Box 418, Hongkong, 9th May, 1911.

TO LET.

AN OFFICE in Alexandra Buildings

Apply—A. S. WATSON & Co., Ltd., Hongkong, 8th June, 1911.

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1911.

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and carpeted throughout. Cheap rent.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 14th February, 1911.

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—CHATER & MODY, Hongkong, 31st March, 1911.

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

FLAT in Blue Buildings, 4, Praya East.

19, CONDUIT ROAD.

GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, The Peak.

OFFICES in King's Building, 4th floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 10th June, 1911.

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 7th April, 1911.

TO BE LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 2, VAGUILL STREET (Suitable for Godown, &c.). All of which are at present occupied by VIENNA CAFE & Co., Ltd. For Particulars, &c.

Apply to—YEE SANG FAT, Same Address, Hongkong, 24th February, 1911.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1911.

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position.

WOODLANDS VILLA, West, 25, Seymour Road.

No. 3, BEACONSFIELD ARCADE (Shop).

The BYRLE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—Ton Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 31st May, 1911.

TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.).

From 1st May, 1911.

10, MOUNTAIN VIEW.

Apply—Care of "Daily Press" Office, Hongkong, 4th April, 1911.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,625,000

"Certainty is what a man seeks in everything." The man who buys
a Model 10 visible **REMINGTON TYPEWRITER BUYS**
absolute certainty; a certainty of satisfaction guaranteed by the greatest
typewriter makers in the world.

SIEMSEN & Co.,
SOLE AGENTS
FOR
HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.



BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Louder, Weihaiwei.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Hongkong.

Atlas, despatch-boat, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, en route to Shanghai.

Britemart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 i.d., Comdr. H. Lyges, Shanghai.

Charub, water tank and tug, 390 tons, i.h.p. 340.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Lieut. Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholson, en route to Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,900 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,900 h.p., Lt.-Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.

Kent, armoured cruiser, 9,600 tons, 14 guns i.h.p. 22,000, Capt. S. St. J. Farquhar, en route to Hongkong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Commr. B. O. M. Davy, Labuan (Borneo).

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Wintle, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Weihaiwei.

Moumouth, armoured cruiser, 9,600 tons, 14 guns, 22,000 i.h.p., Captain L. E. Power, M.V.O., en route to Hongkong.

Moerhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4, 00 tons, turbine engine, 10,000 i.h.p., Captain George F. B. Hunt, D.S.O., en route to Hongkong and Singapore.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Millersden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. South, West River.

Snake, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taka, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gannet E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. J. Buchanan, Yangtze.

Thistle, gunboat, 110 tons, 900 h.p., Lieut.-Comdr. M. B. Baillie-Hamilton, Hongkong.

Vivax, torpedo-boat destroyer, 395 tons, 6 guns, 6,500 i.h.p., Lieut.-Comdr. Harold D. Adams, Weihaiwei.

Waterwharf, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. R. L. Hancock, en route to Singapore.

Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, 10 guns, 15,000 i.h.p., Kommandantkapitan Oskar Han, Northern Waters.

Panther, third class cruiser, 1,530 tons, 8 guns, 17,000 i.h.p., Kommandantkapitan, Theodor Skerl Ed., Northern Waters.

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 32 guns, 5,100 h.p., Commandeur Fournier, H.M. Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commandeur Badin, Saigon.

Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commandeur Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Adnoud, Saigon.

Baignonnette, gunboat.

Cimetière, gunboat, 140 tons, Reserve, Saigon.

Carondelet, gunboat, 184 tons, Reserve, Saigon.

Décidé, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Lizaris, Shanghai.

Dupleix, armoured cruiser, 7,378 tons, 26 guns, 17,000 h.p.

Dessail, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p.

D'Orthville, gunboat

Estoc, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lt. Combet, Saigon.

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 182 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. M. L. L. L., Saigon.

Montcalm, armoured cruiser, (flagship) 3,000 tons, 36 guns, 18,600 h.p., Rear Adm. de la Croix de Castries (Commandant en Chef).

LAFAYETTE'S MYSTERIES
DESCRIBED.

"The Great Lafayette." The title was a self-applied one at the beginning, when the ill-fated circus-artist came from America to the Coliseum to entertain Mr. Stoll's audience with the longest, strongest, and most varied "turn" ever thought out and performed practically by one man—his associates on the stage being assistants of the fetch-and-carry kind. But it was not long—it was not an hour—before this extraordinary man, once seen, was the subject of a description of himself by a thousand mystified spectators. "The Great Turn," they said to one another, as they filed out of the Coliseum with the smell of his gunpowder in their nostrils—for Lafayette always wisely saved up for the last of his programme his "Overture 1912," with Apologies to Technikowski," descriptive of the invasion of England by the combined nations, and of their ultimate defeat by the British Army led by Lord Roberts.

There was a great deal of it of the firing of guns, which made it a "turn" impossible to stand the pace of any one desiring freedom of breath. Throughout the various stages of this elaborate "Overture 1912," which was divided into nearly 20 incidents, Lafayette was continually popping to the front in some new disguise or other, and popping off again before you were quite sure you really had seen it; and was everywhere to be seen and out of it; and, and not only that, but a flash. Finally, when Lord Roberts, seated upon a regal white horse of Arab breed, gazelle-like in its elegance of form and action, and with a long sweeping tail. This was the beautiful animal whose blackened body was found beside that of its master on the smouldering stage of the Edinburgh Palace Theatre.

HIS DOG AND HORSE.

It is thought that Lafayette met his death while endeavouring to pull his frightened horse from the burning building. This is more than likely to have been the case. He was sentimentally fond of animals, and the death of his pet cream-coloured Tennessee blood, Beauty, in Edinburgh last week threw him into a condition of deep melancholy. With that calamity (as it was to him) on his mind, the safety of his favourite horse must have been his one absorbing thought.

His dog, as we have seen, took part in his entertainment. Beauty made her appearance in the first part of his programme. "A Carnival of Conjuring." Having caught live pigeons in the air, and brought fish to his hook from the same mysterious source, Lafayette painted a picture of the dog upon what appeared to be an ordinary bit of canvas in a thin frame; and then, hey presto! and a wave of the wand, and the "Man of Mystery" in the actual beset to jump at the picture, the picture, leaving behind him an apparently untouched section of canvas. This was called "Reincarnating my Pet, Beauty."

There was a portrait of Beauty painted on the front of his house in Tavistock Square, a fact going to show that his devotion to animals was something of a craze as well as a virtue.

FROM CLAY TO REALITY.

Lafayette was a clever modeller of clay, and this accomplishment, as well as that of painting, entered into the scheme of his great "entertainment offering" as his "show" was billed in the country of his birth. In the second part of his programme we found him at work on a model of "Leda and the Swan," bringing some into shape with extraordinary finish, but only the actual work of the sculptor; and then, in such mysterious fashion, disposing of his work in a flash, and revealing to our astonished eyes a living Leda mounted amid cascades of scintillating waters from the fountain of Iris.

His "mysteries," though they dealt with the appearance and the disappearance of the woman under extraordinary circumstances, were very different from those of the ordinary illusionist. They were magnificently spectacular, and often given in dramatic form. His last illusion, for instance, was a romance in Oriental setting, wherein a noble young Persian prince rescued a captive maiden from a lion's den, which she had preferred to the harlotry of the East. It is called "The Bride," and its mysteries consisted in quick changes and perplexing dodgeries were performed by Lafayette amid gorgeous and most elaborate scenery, with soldiers, guards of the human paraphernalia of Oriental high officialism, filling the stage as in some play of importance.

It was towards the end of "The Lion's Bride" that the awful fire broke out, and it is only this that the white horse was used for the last time. It figured in the illusion as the means by which the heroine of poor Lafayette's mystery-sketch made her escape from the lion's den and the Royal harem. And it was by the sword he wore, as Prince Leda's, that the Persian envoy was rescued from the clutches of the captives. The people connected with the Edinburgh Palace Theatre identified his body when it had been discovered by the firemen.

THE DOG BEAUTY.

Lafayette's love for his cream-colored Terrier hound, "Belle," amounted almost to mania. The animal seemed to be his child, thought in life, and its death last Thursday was a terrible blow to him. His fondness for the animal showed expression in a variety of strange ways. He had a collar made for the dog strung with gold plates edged with diamonds, and on each of the plates was engraved a fac-simile of the signature of the proprietor of the hotel where he played. When those were filled in, he bought the dog a gold-colored chain bracelet and had the initials of other theatre proprietors stamped on the links.

In addition to the medalion of the dog's front of his London house, there was a note over the doorway declaring "The more I love a man, the more I love his dog." And in the house he had a sign that said "Belle." In the hotel where Lafayette always stipulated at the travelling for a special room and bath for his pet. The last letters which he wrote to his friends told of the great loss.

The dog was to have been buried yesterday at Piershill Cemetery, Edinburgh, in a special vault which he had had constructed for this. This was lined with white enamelled tiles, and on the top was a marble slab with the inscription "Dedicated to the memory of my darling Beattie."

The cemetery authorities demurred to burial of a dog in consecrated ground; but the objection Lafayettes overruled, the declaration that his own ashes would be placed there at cremation, and he proposed to have the dog buried with them in a pathetic prophecy.

The embalmed body of the animal is now lying at the Calcedonian Hotel, Edinburgh, with his wife, Lafayette was standing. Surrounded by illies, with its gold badge on the left foreleg, the dog lies in state, upon a pillow whereon rests the diamond-studded collar.

£40,000 A YEAR.

A man of uncommon tastes; Lafayette was also a man of uncommon talents and ways. He was a showman in private as well as in public. His house in Tavistock Square was always

SINGAPORE, JUNE, 1.

| Per value each share £1. Calls paid up are:— | Malayan Companies | Singapore Fraser & Co's Prices, May 3 | Dividends | Par value each share £1. Calls paid up are:— | Malayan Companies. | Singapore Fraser & Co's Prices, May 3 | Dividend |
|--|-----------------------------|---------------------------------------|------------|--|--|---------------------------------------|------------|
| 15/ paid | Alor-Pongau ... |  | ..... | fy. paid | Malacca Ordinary ... | 10.7 6 | ..... |
| fy. " | Anglo-Johore ... |  | ..... | 2/ fy. " | Merlimau ... | 5/6 | ..... |
| 2/ fy. " | Anglo-Malay ... | 1.23 | 100% 10 | fy. " | Merton Syndicate ... | ..... | 10% 10 |
| 17/8 | Batu ... |  | ..... | 2/ fy. " | Mount Austin ... | 1.15 0 | ..... |
| fy. " | Banlong ... | | 5% 10 | fy. " | Narborough Est. ... | ..... | 25% 10 |
| fy. " | Batu Caves ... | 16.0 0 | 150% 10 | 14/ " | North Hummock ... | ..... | ..... |
| fy. " | Datu Kawan ... |  | ..... | 2/ fy. " | Padang Jawa ... | 4/8 | ..... |
| fy. " | Batu Tiga ... | 5.0 0 | 10% 10 | fy. " | Pandan Johore ... | 2.17 1 1/2 | 225% 10 |
| 2/ 1/ " | Berangan Selangor ... |  | ..... | 2/ fy. " | Peatling ... | ..... | ..... |
| 15/ " | Berani Perak ... | | 3% 09 | fy. " | Polepai (Johore) ... | 8/6 | 124% 10 |
| fy. " | Do. Ordinary ... |  | ..... | 10/ " | Perak ... | ..... | ..... |
| 12/8 | Bidor ... |  | ..... | 12/8 " | Penciro Est. ... | ..... | 10% 0 |
| 2/ fy. " | Blauas Selangor ... |  | ..... | 17/8 " | Prye ... | ..... | ..... |
| 2/ fy. " | Bukit Cloh ... |  | ..... | 12/8 " | Ratanuf ... | 10/- pm | ..... |
| fy. " | Bukit Kejang ... | 2.13 9 | 114% 10 | fy. " | Rembia ... | ..... | ..... |
| 15/ " | Bukit Mertajam ... | 3/4 | ..... | 2/ fy. " | R. Est. of Krian ... | ..... | ..... |
| Options | Bukit Rajah ... | 15.10 0 | 80% 10 | 15/ " | R. of Johore ... | ..... | ..... |
| fy. paid | Bukit Selangors ... |  | ..... | fy. " | Sagga ... | 12.10 0 | 50% 10 |
| 2/ 9/ " | Castlefield ... | 6.8 3 | 7 1/2% 10 | 2/ fy. " | Safield ... | 6.7 8 | 40% 10 |
| 8/ " | Changkat Salak R. and Tin. |  | ..... | £1 fy. " | Selangor ... | 2.17 9 | 375% 10 |
| 2/ fy. " | Chersonese ... | 4.5 | ..... | 15/ " | Selatar Rubber ... | ..... | ..... |
| 5/ " | Cheviot ... |  | ..... | 10/ " | Sempah ... | 1.17 8 pm | ..... |
| 2/ 1/6 | Chota Rubber ... |  | ..... | fy. " | Sendayan ... | 4.8 6 | 36% 10 |
| 2/ fy. " | Cieely Ordinary ... | 2.5 0 | 130% 10 | 2/ 1/ " | Seremban ... | ..... | ..... |
| 2/ fy. " | Do. Preferred ... | 2.5 0 | 153% 10 | fy. " | Serangcon ... | 3.7 0 | 30% 1 |
| 2/ fy. " | Consol. Malay ... | 1.2 6 | 100% 10 | 2/ 1/ " | Shelford ... | ..... | ..... |
| fy. " | Damansara ... | 6.15 0 | 75% 10 | 17/8 " | Signifing (N. S.) ... | ..... | ..... |
| fy. " | Dangsthorpe ... |  | ..... | fy. " | Singapore Para ... | 5/1 | 124% 10 |
| 2/ fy. " | Enbb. Selangor ... | 12/- | 30% 10 | 2/ fy. " | Straits (Bortom) ... | 7/3 | 7 1/2% 10 |
| fy. " | Fed. Selangor ... | | 90% 10 | 15/ " | Strathmore R ... | ..... | ..... |
| 3/ 1/6 | Gns. Kea R. Est. ... |  | ..... | 12/8 " | Sungei Bahru ... | ..... | ..... |
| 15/ " | Garing (Malacca) ... |  | ..... | fy. " | Sungei Choh ... | 4.17 6 | ..... |
| fy. " | Golconda ... | 5.12 4 | 25% 10 | fy. " | Sungei Kapar ... | 12/10 1/2 | 55% 10 |
| £1 fy. " | Golden Hope ... | 5.15 0 | 40% 10 | 15/ " | Sungei Kruit ... | ..... | ..... |
| fy. " | Gula-Kalumpung ... | | 8 1/2% 10 | fy. " | Sungei Ling ... | 4.15 0 | ..... |
| 15/ " | H. and Lowlands ... | 5.3 9 | 50% 10 | 7/6 " | Sungei Salak ... | 6.10 0 | 30% 10 |
| fy. " | Inch Kenneth ... | 14.0 0 | 25% 10 | fy. " | Sungei Way ... | ..... | ..... |
| 15/ " | Johore Para ... |  | ..... | 2/ fy. " | Tangkah ... | ..... | ..... |
| 10/ " | Johore R. Lands ... |  | ..... | 15/ " | Third Mile ... | ..... | ..... |
| 12/8 | Jong-Lander ... | | 25% 10 | fy. " | Tromelbye ... | 10% 10 | ..... |
| fy. " | Jugra (Ordinary) ... |  | ..... | 2/ fy. " | Utd. Ssa Betong ... | ..... | ..... |
| 17/8 | Juru Estates ... |  | ..... | 15/ " | Val d'Or Est ... | ..... | ..... |
| 2 fy. " | Kpong Kuantan ... |  | ..... | fy. " | Vallambrosa ... | 1.15 7 1/2 | 75% 10 |
| 2/ 1/ " | Kanunuing "A" ... | 4/0 pm | 15% 10 | 5/ paid | Trust and Finance Companies. | | |
| 2/ fy. " | Do. "B" ... | 7/3 | ..... | 10/ " | Anglo-Straits R. T. ... | ..... | 20% 10 |
| fy. " | Kapar Para ... | 8.6 6 | 65% 10 | Options | Eastern Internat. Trust ... | ..... | ..... |
| fy. " | Kellas ... | | 74% 10 | 5/ paid | Mid-East Invest ... | ..... | ..... |
| fy. " | Kemping ... |  | ..... | 10/ " | Rubber Plants. Inves. Trust ... | ..... | 7 1/2% 11 |
| 7/8 | Killinghall ... |  | ..... | Options | R. Share Trust ... | ..... | ..... |
| 2/ fy. " | Kinta Kellas ... | | 87 1/2% 10 | 10/ paid | Straits. M. & Trust ... | | |
| fy. " | Klanang ... | | | 15/ " | India, Ceylon, Borneo, Java and Sumatra. | | |
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| fy. " | Khota Tampar ... | | 20% 10 | fy. " | Bangawan R. ... | | |
| 15/ " | Krubong ... | | | 17/8 " | Boaufort ... | | |
| fy. " | Kuala Klang ... | 7.13 9 | 75% 10 | 12/8 " | Central Sumatra | | |
| 2/ fy. " | Kuala Lumpur | | 5% 10 | 5/ " | Indian Peninsula | ..... | ..... |
| 2/ fy. " | Kuala Pahi |  | ..... | fy. " | Java Amalgam | ..... | ..... |
| 2/ fy. " | Kuala Selangor |  | ..... | 17/8 " | Kimanis | ..... | ..... |
| 15/ " | Labu ... | 13/7 1/2 | 30% 10 | 12/8 " | Langkat | ..... | ..... |
| fy. " | Lanadron ... | 4.16 3 | 12 1/2% 10 | 5/ " | Manchester | ..... | ..... |
| fy. " | Ledbury ... | 3.15 0 | 10% 10 | 15/ " | Nirmala (Java) | ..... | ..... |
| 7/8 | Lendu ... | 2.1 6 pm | | fy. " | Fontannak | | |
| 2 16/ " | Linggi ... | 2.10 9 | 150% 10 | fy. " | Sumatra Para | 11/- | 33 1/2% 10 |
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| 2/ fy. " | Malacca 7 1/2 Cum. Partici- | 9 15 0 | 10 09 | 2/ fy. " | | | |
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PLAN OF TIENTSIN (KIAUCHOW)

PLAN OF HONGKONG (KOWLOON)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with inset
Showing the EXTENDED SETTLEMENT
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[555]

STEAMERS PASSED THE CANAL.

May 16th—Soyo Maru, Alesit. 19th
Jorneo, Hellas, Menelaus, Nippon, Sihk, Sihk
Siana, Wakusa Maru, Yangtze. 23rd—Benlar
Briyaya, Rheinfeis. 26th—Cachus, Dumbo
Kiano Maru, Palermo, Pembrokeberg, Tydel
Korch, Warrior. 30th—Glamorganshire, Har
le, Rickmers, Indien, Reigale, Spezia, Bar
Afinto. June 2nd—Belleroophon, Benclous
Bantarg, Deuclon, Kabinga, Palma, Patrocl
Sagaya, Syria, Indradea. 6th—Cardighian
Liberia, Nippon, Patroclus, Ville de la Clo
9th—Aki Maru, Indrasanika, Kanagawa Ma
Prometheus.

ARRIVALS AT HOME

June 9th—Senegambia, Tourane.

NAVAL POWER IN THE PACIFIC.

On this subject *United Empire*, the Royal Colonial Institute journal, says:—
The question of the size and character of the Naval force which the British Empire in the Pacific should certainly engage the Imperial Conference in its most serious debates. The present position is obviously a temporary one, and the agreement reached between the Mother Country, Australia, and New Zealand at the last Congress does not go nearly far enough. While Japan's navy was in embryo the British naval contingent on the old China station was the main factor in the naval situation, but the development of a great fleet, in its own home waters, on the Pacific, would in any case have necessitated changes in our plans. The Anglo-Japanese treaty postponed the consideration of our relative positions in the Pacific, and enabled the Home Government to concentrate practically her whole naval force on the North Sea, but it cannot be too clearly understood that this was only a postponement—not a solution—of the problem. With the possible termination of the Anglo-Japanese treaty in 1915, the opening of the Panama Canal, the final development of the Kiel Canal, and the completion of that part of the Naval programme of the Triple Alliance which provides for a Mediterranean fleet of Dreadnoughts, we shall have to face a new world situation, and it is extremely unlikely that we shall be able to protect our world-wide empire by the simple process of hemming in one possible rival. The United States is equally concerned with ourselves in providing for the balance of power in the Pacific, a balance only to be preserved by the prompt readjustment of naval strength, involving fresh naval bases in that ocean.

AMBITIONS AND ARMAMENTS.
The last Imperial Conference carried the discussion of the question up to the point of deciding that Australia and New Zealand should co-operate with the Mother Country in different ways, in providing three units—the East Indian, Australian, and Chinese units—to make up a Pacific fleet. Australia's unit is to be the nucleus of a national navy, New Zealand preferring to contribute to the Imperial navy. Unfortunately, there exists in the Mother Country no body specially concerned with Imperial strategy. If such a body existed, and was prepared with a scheme of Imperial defence as a whole, we believe the Australian dominions, at all events, would fall in with it. From the point of view of such a body it is extremely doubtful whether the present distribution of the Pacific fleet would appear to be the best possible, and it is certain that its numbers (as planned) would be condemned as wholly inadequate. The naval power of the British Empire in the Pacific must be of a strength commensurate with our interests and ambitions, and it needs to be based centrally on some strategic point. Many people are pointing to the great American naval writer Mahan, inclined to the South Indian Ocean (Colombo) as the best base, and would make that the centre of a scheme of defence which would embrace South and East Africa, India, and Australasia. Singapore or Port Darwin are also suggested, the latter having great natural advantages. The idea is only in the rough at present, but it is one worthy of careful consideration. The stakes are very high in the game, which must sooner or later be played for the mastery of the Pacific. The White peoples of the Pacific littoral whether it be the American coast or the islands and sub-continent of Australasia, do not, even yet, realise the perils. That great naval region under which they have pre-empted great spaces of the globe, which so far they have not been able to fill, is now partially withdrawn. The British Navy is greater, better equipped, and more ready than ever before, but it is no longer without rivals. Nay, whereas in past ages of conflict it had to meet one rival, it has now many—the era of unquestioned supremacy is gone for ever, and with it that easy sense of security in which the favoured children of our dominions have built up their great prosperity. With every intention and desire for peace with the world, we must face facts, and in the Pacific facts take the shape of an eager, ambitious, well-equipped, and over-armed people in one part, and vast, rich, and fertile countries, sparsely populated and absolutely defenceless, in other parts of the ocean. While Australasia is awakening to these facts, Canada remains blind. She can hardly be blamed, perhaps, when we reflect that the United States is content to leave Alaska and her Pacific littoral generally in a defenceless condition. But that Anglo-Saxon peoples, whose ideal of race purity raises such a high controversial question, should do so little towards enabling them to support that ideal, if it is challenged, is a serious menace to the peace of the world, which can only be assured by the wise adjustment of ambitions and armaments.

£400 A YEAR FOR M.P.'S.

MR. LLOYD GEORGE ON WHY THE HOUSE OF LORDS WILL NOT BE PAID.

Replying to various questions in the House of Commons recently, Mr. Lloyd George said the salaries to be paid to Members would be liable to income-tax as earned income. (Laughter and cheers.)

Lord Balfour (C., Chichester): Does that apply to a Member absent for a part of the Session?

Mr. Lloyd George: I assume that if he obtained leave of absence from the House he would be treated as sick pay. (Laughter.)

Mr. Lansbury (Lab., Bow and Bromley): Seeing that workmen have to pay at least a part of the premiums for sick pay, will Members of Parliament be expected to pay premiums?

Mr. Lloyd George: I think the cost of the election will be their contribution. (Laughter.)

Mr. Fell (C., Yarmouth) asked if Members of the House of Lords would be paid.

Mr. Lloyd George: No, sir.

Mr. Fall: Is there any precedent for the Members of one Chamber to pay whilst the Members of the other Chamber are unpaid?

Mr. Lloyd George: I believe the Second Chamber in this country to be without parallel in any other country in the world. (Ministerial cheers and laughter.)—and I have no reason to suppose that the problem which faces the man without means who is called upon to take part in politics is one which in that House has reached a very acute form. (Laughter.)

Mr. Asquith, replying to Mr. Long (C., Strand), said that after Whitehall a Government resolution would be put on the paper with reference to the payment of Members so as to enable the House to have ample opportunity of discussing the question.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Sinola* left Singapore for this port on the 10th inst., at 8 a.m., and is due here on the 15th inst., at about 9 a.m.

The Austrian Lloyd's str. *Persia* left Singapore for this port on the 10th inst., and is due here on the 15th inst.

The Indo-China str. *Laisang* left Calcutta for the Straits and Longkong on the 7th inst., and is due here about the 23rd inst.

WEATHER REPORT.

On the 11th at 12.05 p.m.—The barometer has fallen moderately in E. Japan and is little changed in other areas.
Pressure is still in considerable to moderate excess of the normal at all stations. It is highest over the Yangtze valley in the West, and over the Pacific to the Eastward of the Bonins in the East.

Pressure is relatively low over the N.E. part of the Sea of Japan, and over the S.E. part of the China Sea, with a tendency to give way in the Philippines.

Light E. and N.E. winds are indicated over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. (N.E. winds light to moderate.)

Formosa Channel. (N.E. winds light to moderate.)

South coast of China between Same as No. 1. Hongkong and Lamook.

South coast of China between Same as No. 1. Hongkong and Hainan.

E. and N.E. winds, light; fair as a whole, but probably some thunder showers.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

| Address | From |
|-------------------------|----------------|
| Katowing | Kobe |
| Koching | Osaka |
| Kolungchiao | Seombain |
| Kwangchiao | Seombain |
| Kwangtong Kwongyuenpong | Kobe |
| Massey, Hongkong Hotel | St. Petersburg |
| 1311, 5228 | Amoy |
| J. Nohr | Manila |
| 2988, 4410 | Amoy |

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

| Address | From |
|----------------------------------|-------------|
| Arnold-Stanley, Pacific Mail | Chicago |
| Line Office | Chicago |
| Coyas, Donno Messenger | Mytho |
| Australasia | Mytho |
| Deparong-Prince Mahachaker Hanol | Manila |
| Hailung | Manila |
| Lawtichen 221, Hollywood | Batavia |
| Loke | Rangoon |
| Sands | Manila |
| Sherin | Bombay |
| Shuncheong | Namding |
| Toungshin c/o Wangtatyuen | Port Darwin |
| Bonham Strand | Bombay |
| Wosing | Bombay |

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

From LONDON, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, ex "Marmora."
From Australia ex "Mooltan."
From Calcutta ex "Somali."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 11 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th June, 1911.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 6th June, 1911.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

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Mr H. Hofmann
Mr H. Koch
Mr and Mrs P. Lammett
and children
Mr J. W. Wilson

HONGKONG TIDE TABLE.

From June 12th to 18th, 1911.

| Days of Week. | Days of Month. | HIGH WATER. | | LOW WATER. | |
|---------------|----------------|-------------------|---------|-------------------|---------|
| | | H'kong Mean Time. | Height. | H'kong Mean Time. | Height. |
| Mon. | 12 | h. m. | ft. in. | h. m. | ft. in. |
| | | 8 53 | 3 9 | 1 29 | 2 9 |
| | | 11 15 | 3 9 | 4 25 | 0 9 |
| Tues. | 13 | m 9 20 | 7 2 | m 3 55 | 3 1 |
| | | | 5 5 | 5 5 | 0 8 |
| Wed. | 14 | m 0 5 | 3 8 | m 3 23 | 3 3 |
| | | m 9 48 | 7 1 | m 5 45 | 0 8 |
| Thurs. | 15 | m 1 3 | 3 8 | m 3 43 | 3 5 |
| | | m 10 17 | 7 0 | m 6 27 | 0 8 |
| Fri. | 16 | m 2 8 | 3 7 | m 4 2 | 3 6 |
| | | m 10 49 | 6 8 | m 7 10 | 1 0 |
| Sat. | 17 | no inferior high | | no low water | |
| | | m 11 27 | 6 5 | m 7 55 | 1 1 |
| Sun. | 18 | no inferior high | | no low water | |
| | | 0 16 a | 6 1 | 8 44 a | 1 3 |

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 11th.

| | Previous Day | On Date | On Date |
|----------------|--------------|------------|-----------|
| | at 4 p.m. | at 10 a.m. | at 4 p.m. |
| Barometer | 29.99 | 29.99 | 29.88 |
| Temperature | 85 | 86 | 83 |
| Humidity | 77 | 71 | 74 |
| Wind Direction | 2 | East | 2 |
| Force | 2 | 1 | 2 |
| Weather | c | c | c |
| Rain | — | 0.0 | — |

Highest open air Temperature on 10th, 88
Lowest open air Temperature on 10th, 79

SHIPPING IN PORT.

STEAMERS.

ARRATON APCAL, British str., 2,631, G. F. Hudson, 5th June—Moji 31st May, Coal and General—David Sassoon & Co.
BRAND, Norwegian str., 1,519, Evensen, 8th June—Norwegian 30th May, Chiefco 2nd June, General—T. & Co.
CHENAN, British str., 1,350, L. Lloyd Jones, 8th June—Shanghai 4th June, General—Butterfield & Swire.
CHILDAH, Norwegian str., 1,102, H. Nielsen, 1st June—Bangkok 25th May, Rice—Aagaard, Thoresen & Co.
CHINA, American str., 3,186, Emery Rice, 5th June—San Francisco 1st May, Mails and General—P. M. S. S. Co.
CHIPSING, British str., 1,190, F. Mooney, 9th June—Tientsin 1st and Weihaiwei 3rd June, General—Jardine, Matheson & Co.
KAUSANG, British str., 1,400, H. S. Malkins, 1st June—Port Courbet 30th May, Coal—Jardine, Matheson & Co.
GLENNALCOCK, British str., 1,434, J. Mason, 1st June—Singapore 26th May, General—Order.
HALVARD, Norwegian str., 1,066, Anderson, 5th June—Bangkok 28th May, General—Aagaard, Thoresen & Co.
HANGSANG, British str., 1,396, S. Wilde, 8th June—Shanghai 3rd June, General—Jardine, Matheson & Co.
HONGKONG MARU, Japanese str., 3,438, H. Hasekura, 31st May—Moji 26th May, General—Toyo Kisen Kaisha.
HONGKONG, French str., 739, A. Cornelissen, 2nd June—Haiphong 30th May and Hoihow 1st June, General—A. R. Marty.
HOTSANG, British str., 1,359, J. M. Hay, 6th June—Bangkok 30th May, Rice—Jardine, Matheson & Co.
ISCHIA, Italian str., 2,480, Belotto, 4th June—Bombay and Singapore 29th May, General—Carnegie & Co.
KRONOS, German str., 1,115, F. Nicolaissen, 6th June—Saigon 2nd June, Rice—Butterfield & Swire.
LARGO LAU, British str., 3,774, R. E. Hallett, 1st June—Guaymas 1st May—Eng'g Hok Fong S.S. Co.
LOOKMOON, German str., 1,701, W. Vogeler, 5th June—Saigon 1st June, Rice—Hamburg-Amerika Linie.
MAUSANG, British str., 1,644, G. S. Walgal, 6th June—Sundakar 1st June, Timber and General—Jardine, Matheson & Co.
PONTORON, British str., 997, W. Botsfuh, 7th June—Bangkok 31st May, Rice and Teakwood—Butterfield & Swire.
PROTESLAUS, British str., 2,345, D. P. Campbell, 8th June—Liverpool 30th April and Manila 6th June, General—Butterfield & Swire.
SANSER, German str., 908, Wolf, 8th June—Bangkok 31st May, Rice—Butterfield & Swire.
SEATTLE MARU, Japanese str., 6,182, I. Saitow, 8th June—Manila 6th June, Flour, Salt-fish and M'dise—Osaka Shosen Kaisha.
SINGAN, British str., 1,047, F. Jamieson, 9th June—Haiphong 7th June, General and Rice—Butterfield & Swire.
TEAN, British str., 1,345, A. W. Outerbridge, 9th June—Manila 6th June, General—Butterfield & Swire.
VESTFOLD, British str., 1,112, Petersen, 7th June—Bangkok 31st May, Rice—Aagaard, Thoresen & Co.
YUNNAS, British str., 1,240, G. W. Eldy, 9th June—Nevellwang 2nd June, Coal—Butterfield & Swire.

SAILING VESSEL.
ECLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

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| TJIMAH | — | — | JAVA | First half of June |
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| TJILATJAP | JAVA | Second half of June | JAPAN | Second half of June |
| TJIKINI | JAPAN | Second half of June | JAVA | Second half of June |
| TJIBODAS | JAVA | Second half of June | SHANGHAI | Second half of June |
| TJIPANAS | JAVA | Second half of June | JAPAN | Second half of June |
| TJILIWONG | JAVA | First half of July | SHANGHAI | First half of July |

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DESTINATION STEAMERS DATE OF SAILINGS.

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| SHANGHAI, MOJI, KOBE and YOKOHAMA | Capt. C. D. Goldsmith, R.N.R. | June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA | Capt. J. B. Fergusson | About 22nd June | Freight only. |
| SHANGHAI | DELTA | About 22nd June | Freight and Passage. |
| LONDON via USUAL PORTS ARADIA | Capt. S. Barcham | Noon, 24th June | See Special of Call. |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th June, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|-----------|-----------------------|
| HAIPHONG | "SINGAN" | On 12th June, 10 A.M. |
| MANILA, CEBU and ILOILO | "TEAN" | On 13th June, 4 P.M. |
| SWATOW, TSINGTAU, WEIHAI WEL and TIENTSIN | "HUICHOW" | On 13th June, 4 P.M. |
| CHEFOO and NEWCHUANG MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS. BANE, SYDNEY & MELBOURNE | "KWANGSE" | On 13th June, 4 P.M. |
| SHANGHAI | "LINAN" | On 15th June, 4 P.M. |
| SHANGHAI | "CHINHUA" | On 17th June, 4 P.M. |
| MANILA, CEBU and ILOILO | "KALFONG" | On 20th June, 4 P.M. |
| SHANGHAI | "ANHUI" | On 22nd June, 4 P.M. |
| SHANGHAI | "CHENAN" | On 24th June, 4 P.M. |

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NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

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|----------------|----------------------|----------------------------------|
| "HAIMUN" ... | Capt. J. W. Evans | TUESDAY, 13th June, at 11 A.M. |
| "HAIYAN" ... | Capt. J. S. Rosch | WEDNESDAY, 14th June, at 11 A.M. |
| "HAICHING" ... | Capt. W. C. Passmore | TUESDAY, 20th June, at 11 A.M. |

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
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Hongkong, 10th June, 1911.

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DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

| | |
|--------------------|------------|
| S.S. SILVIA ... | 19th June. |
| S.S. HELIAS ... | 20th June |
| S.S. SPEZIA ... | 1st July |
| S.S. SILESIA ... | 12th July |
| S.S. AMBRIA ... | 28th July |
| S.S. ALESIA ... | 9th Aug. |
| S.S. SENEAMBIA ... | 25th Aug. |
| S.S. SUEVIA ... | 6th Sept. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2th June, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------|-----------------------------|
| KOBE & YOKOHAMA | "FAUSANG" | Monday, 12th June, Noon. |
| SHANGHAI via SWATOW | "HANGSANG" | Monday, 12th June, 4 P.M. |
| SINGAPORE | "HOPSANG" | Tuesday, 13th June, Noon. |
| TIENTSIN | "CHIPSANG" | Tuesday, 13th June, Noon. |
| SANDAKAN | "MAUSANG" | Wednesday, 14th June, Noon. |
| SHANGHAI | "LOKSANG" | Thursday, 15th June, Noon. |
| MANILA | "LOONGSANG" | Saturday, 17th June, 2 P.M. |
| MANILA | "YUENSANG" | Saturday, 24th June, 2 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Monday, 26th June, 2 P.M. |

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tweo Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS. [15]

Hongkong, 15th June, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMERS | Tons | CAPTAIN | DATE OF SAILING. |
|--------------|--------|---------------|---------------------------|
| CHIYO MARU | 21,000 | W. W. Greene | FRIDAY, June, 30th, Noon. |
| AMERICA MARU | 11,000 | A. G. Stevens | FRIDAY, July 21st, Noon. |
| TENYO MARU | 21,000 | E. Bent | FRIDAY, July 23rd, Noon. |
| NIPPON MARU | 11,000 | H. S. Smith | FRIDAY, Aug. 18th, Noon. |

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | Tons | CAPTAIN | DATE OF SAILING. |
|---------------|--------|--------------|----------------------------|
| HONGKONG MARU | 11,000 | H. Hasekuma | SATURDAY, June 17th, Noon. |
| KIYO MARU | 17,500 | H. Nishi | TUESDAY, Aug. 15th, Noon. |
| BUYO MARU | 10,500 | K. Hashimoto | SATURDAY, Oct. 14th, Noon. |

THE Steamer "HONGKONG MARU" will be despatched home for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at Noon.

FARES FROM HONGKONG,

| | |
|-----------------------------|----------------------------|
| TO SAN FRANCISCO | £ 45-0-0, Single |
| " NEW YORK | " 60-0-0, " |
| " LONDON | " 71-0-0, " |
| " " " " " " | £ 125-0-0, Return 6 Months |
| " SALINA CRUZ or MANZANILLO | Yen. 4200.00, Single |
| " VALPARAISO | Yen. 5700.00, " |

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 214 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

39]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overseas Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---|----------------|-------------------|----------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, Kobe, YOKKAICHI, SHIMIZU and YOKOHAMA | "SEATTLE MARU" | 6,182 | TUESDAY, 13th June, at 11 A.M. |
| | "CHICAGO MARU" | 6,182 | WEDNESDAY, 14th July, at 11 A.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | "MEXICO MARU" | 6,061 | TUESDAY, 27th June, at 11 A.M. |
| | "CANADA MARU" | 6,065 | TUESDAY, 25th July, at 11 A.M. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|--------------------------------|--------------|---------------------------------|
| ANPING via SWATOW and AMOY | "SOSHU MARU" | WEDNESDAY, 14th June at 10 A.M. |
| TAMSUI via SWATOW, and AMOY | "DAIGI MARU" | SUNDAY, 18th June at 10 A.M. |

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

172]

S. HIROI,
MANAGER

"The Beer That's Brewed to Suit The Climate"

O. B.
BEER.

"Just Try It"

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

| STEAMERS | Tons | SAILING DATES |
|-----------|--------|---------------------------------|
| MANCHURIA | 27,000 | SATURDAY, 24th June, at 1 P.M. |
| MONGOLIA | 27,000 | SATURDAY, 15th July, at 1 P.M. |
| KOREA | 18,000 | FRIDAY, 11th Aug., at 1 P.M. |
| SIBERIA | 18,000 | FRIDAY, 26th Aug., at 1 P.M. |
| MANCHURIA | 27,000 | FRIDAY, 8th Sept., at 1 P.M. |
| MONGOLIA | 27,000 | SATURDAY, 30th Sept., at 1 P.M. |
| KOREA | 18,000 | SATURDAY, 26th Oct., at 1 P.M. |
| SIBERIA | 18,000 | FRIDAY, 10th Nov., at 1 P.M. |

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 24th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, To European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consular Officials, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons FRIDAY, 16th June, at 1 P.M.

PERSIA 9,000 Tons FRIDAY, 7th July, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | Tons. | SAILING DATES. |
|--|--|-------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID | "KAWACHI MARU" Capt. H. Petersen | 7,000 | WEDNESDAY, 14th June, at Noon. |
| | "ATSUTA MARU" Capt. Wm. Thompson | 9,000 | WEDNESDAY, 21st June, at Daylight |
| | "HITACHI MARU" Capt. T. Yamawaki | 7,000 | WEDNESDAY, 5th July, at Daylight |
| | "SADO MARU" Capt. J. Richards | 7,000 | SATURDAY, 17th June, from Kobe |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | "INABA MARU" Capt. S. Tominga | 7,000 | TUESDAY, 20th June, at 4 P.M. |
| | "TAMBA MARU" Capt. K. Noda | 7,000 | TUESDAY, 18th July, at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | "NIKKO MARU" Capt. M. Yagi | 6,000 | FRIDAY, 7th July, at Noon. |
| BOBBAY via SINGAPORE, COLOMBO and COLOMBO | "KUMANO MARU" Capt. M. Winckler | 6,000 | FRIDAY, 4th Aug., at Noon. |
| SHANGHAI, MOJI, and KOBE | "HAKATA MARU" Capt. H. Nomura | 7,000 | TUESDAY, 13th June. |
| | "BINGO MARU" Capt. J. S. G. Parsons | 7,000 | WEDNESDAY, 21st June. |
| KOBE and YOKOHAMA | "KITANO MARU" Capt. F. E. Cope | 9,000 | THURSDAY, 22nd June, at Noon. |
| NAGASAKI, KOBE and YOKOHAMA | "KUMANO MARU" Capt. M. Winckler | 6,000 | WEDNESDAY, 4th July, at Noon. |

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| | | | | |
|-----------|-------|-------|-------|------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd | \$80 | \$70 | \$60 | \$50 |

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

TEPLITZ WATER

THE PEARL OF ALL MINERAL WATERS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

SCHWABINGER BEER



CARL BERNH. MULLER
MUNICH.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hoehl

goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The York, with the German Mail, left Singapore on Friday, the 9th inst, at 10 a.m., and may be expected here to-morrow at 2.00 p.m.

The Derflinger, with the Siberian Mail, is due to arrive here on Wednesday, the 14th inst.

| FOR | PER | DATE |
|--|-------------------|-----------------------------|
| Pakhoi and Haiphong | Carl Diederichsen | Monday, 12th, 8.00 A.M. |
| Haiphong | Singun | Monday, 12th, 9.00 A.M. |
| Kobe and Yokohama | Pasang | Monday, 12th, 11.00 A.M. |
| Macao | Sui Tai | Monday, 12th, 1.15 P.M. |
| Singapore, Penang and Calcutta | Arcadia | Monday, 12th, 3.00 P.M. |
| Swatow and Shanghai | Hanque | Monday, 12th, 3.00 P.M. |
| Swatow, Amoy and Foochow | Haimun | Tuesday, 13th, 10.00 A.M. |
| Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma | Seattle, Maru | Tuesday, 13th, 10.00 A.M. |
| Singapore, Penang and Bombay | Ischia | Tuesday, 13th, 11.00 A.M. |
| Tientsin | Chipshing | Tuesday, 13th, 11.00 A.M. |
| Singapore | Hepang | Tuesday, 13th, 1.15 P.M. |
| Macao | Sui Tai | Tuesday, 13th, 3.00 P.M. |
| Chiofo and Newchwang | Tuan | Tuesday, 13th, 3.00 P.M. |
| Manila, Cebu and Iloilo | Huioh | Tuesday, 13th, 3.00 P.M. |
| Swatow, Tientsin, Weihaiwei, Chiofo and Tientsin | Mausang | Wednesday 14th, 10.00 A.M. |
| Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle | Taiyuan | Wednesday, 14th, 11.00 A.M. |
| Shanghai | Lomang | Wednesday, 14th, 11.00 A.M. |
| Macao | Sui Tai | Wednesday, 14th, 1.15 P.M. |
| Moji, Nagasaki, Kobe, Yokohama, Manila and Guaymas (Mexico) | Largo Late | Wednesday, 14th, 3.00 P.M. |

EUROPE, &c., India via Tuticorin ... Derflinger

Shanghai ... Linan

Swatow, Amoy and Foochow ... Hailan

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Callao, Iquique, Valparaiso and Coronel

Shanghai, Yokohama and Kobe ... Persia

Manila, Cebu and Iloilo ... Loongang

Shanghai ... Chinwa

SIBERIAN MAIL TO EUROPE ... Haiching

Swatow, Amoy and Foochow

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimada, Yokohama, Victoria, B.C., and Seattle, Wash.

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday 23rd, inst., at 5 p.m.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

| June 10th. | |
|-----------------------------------|---------|
| ON LONDON — | |
| Telegraphic Transfer | 194 1/2 |
| Bank Bills, on demand | 194 1/2 |
| Bank Bills, at 30 days' sight | 194 1/2 |
| Bank Bills, at 4 months' sight | 194 1/2 |
| Credits, at 4 months' sight | 194 1/2 |
| Documentary Bills 4 months' sight | 194 1/2 |
| ON PARIS — | |
| Bank Bills, on demand | 229 |
| Credits, at 4 months' sight | 233 |
| ON GERMANY — | |
| On demand | 185 |
| ON NEW YORK — | |
| Bank Bills, on demand | 44 1/2 |
| Credits, at 60 days' sight | 45 1/2 |
| ON BOMBAY — | |
| Telegraphic Transfer | 135 1/2 |
| Bank, on demand | 136 |
| ON CALCUTTA — | |
| Telegraphic Transfer | 135 1/2 |
| Bank, on demand | 136 |
| ON SHANGHAI — | |
| Bank, at sight | 74 1/2 |
| Private, 30 days' sight | 75 1/2 |
| ON YOKOHAMA — | |
| On demand | 38 1/2 |
| ON MANILA — | |
| On demand | 89 |
| ON SINGAPORE — | |
| On demand | 77 1/2 |
| ON BATAVIA — | |
| On demand | 108 1/2 |
| ON HAIPHONG — | |
| On demand | 11 1/2 |
| ON SAIGON — | |
| On demand | 84 1/2 |
| ON BANGKOK — | |
| On demand | 84 1/2 |
| SOYERBERG'S Bank's Buying Rate | \$10.95 |
| GOLD LEAF, 100 fine, per tael | \$37.20 |
| BAR SILVER, per oz. | 24 1/2 |

| SUBSIDIARY COINS, per cent. | |
|-----------------------------|-----------------|
| Chinese | 20 cents pieces |
| Chinese | 10 " " |
| Hongkong | 20 " " |
| Hongkong | 10 " " |

SHARE LIST—QUOTATIONS. HONGKONG, JUNE 10TH, 1911.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATIONS. |
|--|----------------|----------|----------|--------------------------|
| BANKS.— | 120,000 | \$125 | all | \$890, sellers |
| Hongkong & Shanghai Bank Corporation | 99,925 | \$7 | \$6 | \$87, buyers |
| National Bank of China, Limited | 60,000 | \$12 | all | \$9. |
| China Borneo Company, Limited | 50,000 | \$5 | all | \$1.15, sales |
| China Light and Power Company, Limited | 50,000 | \$1 | all | \$63, buyers |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | |
| COTTON MILLS.— | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 83. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$4, buyers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | all | Tls. 47. |
| Lau Kung-Mow C. Spin. & Weav. Co., Ltd. | 8,000 | Tls. 100 | all | Tls. 57. |
| Soy Chee Cotton Spinning Co., Limited | 20,000 | Tls. 50 | all | Tls. 22. |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$6 | \$20 1/2, buyers |
| DOCKS AND WHARVES.— | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$43, buyers |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$57 | all | \$54, buyers |
| New Amoy Dock Co., Limited | 10,000 | \$64 | all | \$73, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 62. |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | all | Tls. 87. |
| Fenwick & Co., Limited | 18,000 | \$25 | all | \$41. |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$31, sellers |
| Hongkong & China Gas Co., Limited | 7,000 | \$10 | all | \$195. |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$213. |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$115, buyers |
| Manila Metropole Hotel Limited | 8,000 | \$10 | all | \$76. |
| Hongkong Ice Company, Limited | 15,000 | \$25 | all | \$11, sellers |
| Hongkong Rope Manufacturing Co., Limited | 50,000 | \$10 | all | \$17, buyers |
| H'kong & South China Steam Fisheries Co., Ltd. | 15,000 | \$10 | \$7 | \$73, buyers |
| INSURANCE.— | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$177 1/2, buyers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$119, buyers |
| China Traders Insurance Co., Limited | 24,000 | \$83.33 | \$25 | \$105. |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$325, buyers |
| North China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 156, buyers |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$815, sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$50 | \$192, buyers |
| LANDS AND BUILDINGS.— | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$94. |
| Hongkong Land and Finance Co., Ltd. | 150,000 | \$50 | \$30 | \$64, buyers |
| Humphreys' Estate and Finance Co., Ltd. | 6,000 | \$50 | all | \$25, buyers |
| Kowloon Land and Building Co., Ltd. | 78,000 | Tls. 50 | all | Tls. 94. |
| Shanghai Land Investment Co., Limited | 12,500 | \$50 | all | \$47. |
| West Point Building Co., Limited | | | | |
| MINING.— | | | | |
| Société Française des Charbon du Tonkin | 16,000 | Fcs. 250 | all | \$700. |
| Raub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | all | \$2, sellers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$123. |
| Philippine Co., Limited | 50,000 | \$10 | \$1 | \$1, buyers |
| RAFFINERIES.— | | | | |
| China Sugar Refining Co., Limited | 75,000 | \$10 | all | \$5, buyers |
| Leson Sugar Refining Co., Limited | 20,000 | \$100 | all | \$80, buyers |
| STEAMSHIP COMPANIES.— | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | all | \$103, buyers |
| Donghai Steamship Co., Limited | 20,000 | \$50 | all | \$19, buyers |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 60,000 | \$15 | all | \$303, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | \$25 | all | 67. sel. [L'An. \$26.10] |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$1 | all | 90/- |
| Star Ferry Company, Limited | 10,000 | \$10 | all | \$243. |
| South China Morning Post, Limited | 10,000 | \$10 | all | \$154. |
| Steam Laundry Company, Limited | 6,000 | \$25 | all | \$25. |
| STONES AND DISPENSARIES.— | | | | |
| Campbell, Moore & Co., Limited | 20,000 | \$5 | all | \$63, sellers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$9, buyers |
| Watkins, Limited | 10,000 | \$10 | all | \$3, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$5, ex div. |
| Weismann, Limited | 3,000 | \$10 | all | \$12, buyers |
| H. Price & Co., Ltd. | 15,000 | \$10 | all | \$4 \$10. |
| United Ambers Oriental Agency, Limited | 9,500 ordy. | \$10 | all | \$550. |
| United Waterboat Co., Limited | 100 fides | \$10 | all | \$63, buyers |

| | | | | | |
|------------------------------|--|--------------|--------------------------------|----------------|------------------------|
| Union Waterboat Co., Limited | | | | Daily Wire | 4 1/2 per lb., sellers |
| RUBBER. | | | | | |
| Para Rubber in London | | amount. | value. | Interest. | Quotation. |
| Loans. | | | Tls. 250 | 7 1/2 p. annua | Par. |
| Chinese Imperial 1886 | | Fcs. 767,200 | TILBEN & SMITH, Share-Brokers. | | |

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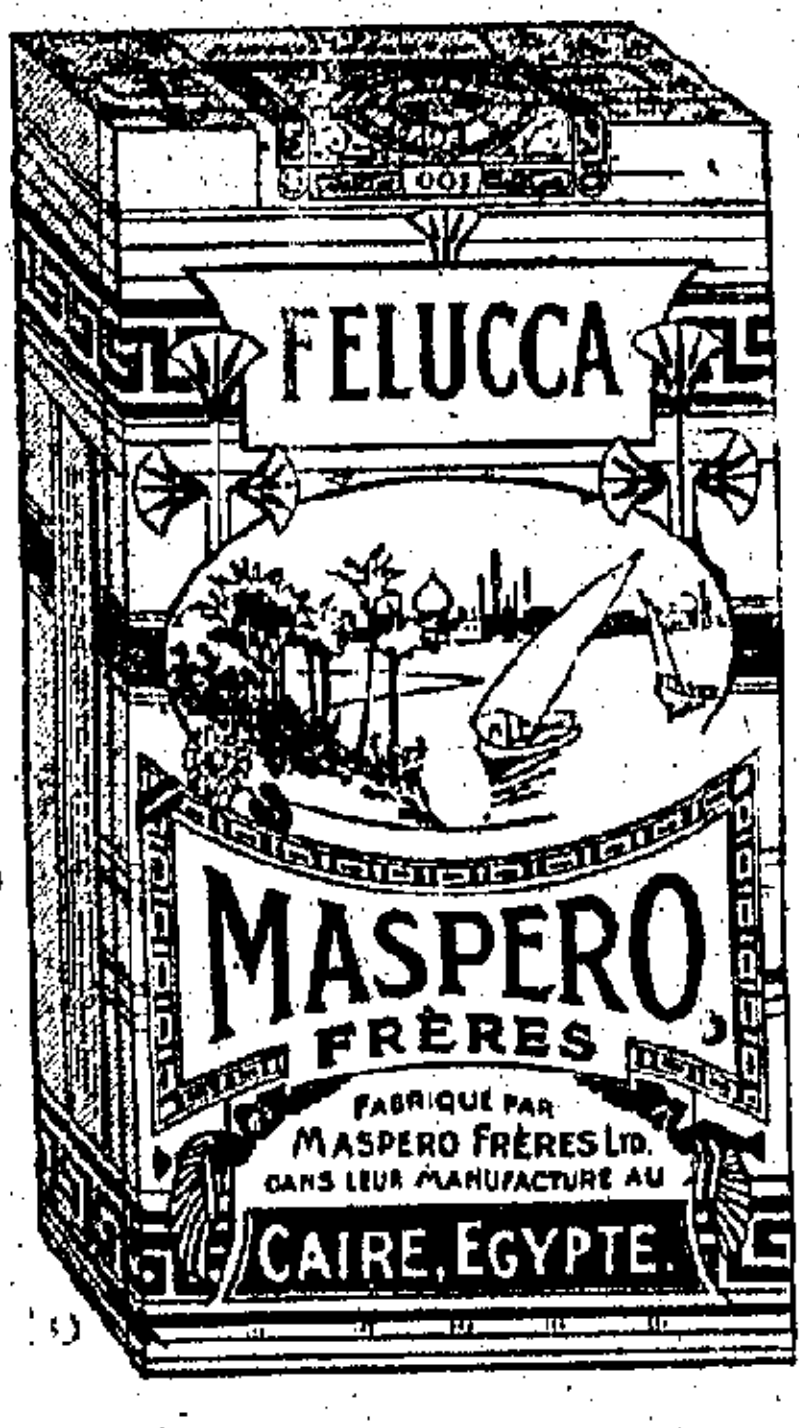
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HONGKONG.

TODAY
3 P.M.—Auction of Crown Land at Kennedy Road, by Public Works Dept.
3 P.M.—Auction of Crown Land at Surveyor District, No. 32, Wong I An Tai Po, by Public Works Dept.

FORTHCOMING EVENTS.
Saturday, 17th June—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd. at Hongkong Hotel, Noon.
Monday, 19th June—Auction of Crown Land at West of Pokfulam Road, by Public Works Dept. 3 P.M.
Monday, 19th June—Auction of Very Valuable Leasehold Property at Sales Rooms, by Messrs. Hughes & Hough, 3 P.M.
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd. 12.30 P.M.

ON SALE.
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Hongkong, 28th March, 1911

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Malwa Older ... \$2,370/2,390 "
Malwa V. Old ... \$2,420/2,450 "
Peshawar fine quality ... \$1.125 "
Peshawar extra fine ... \$2.025 "
Patna New ... \$2,375 per chest.
Patna Old ... \$2,375 "
Banars New ... \$2,375 "
Banars Old ... \$2,325 "

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